

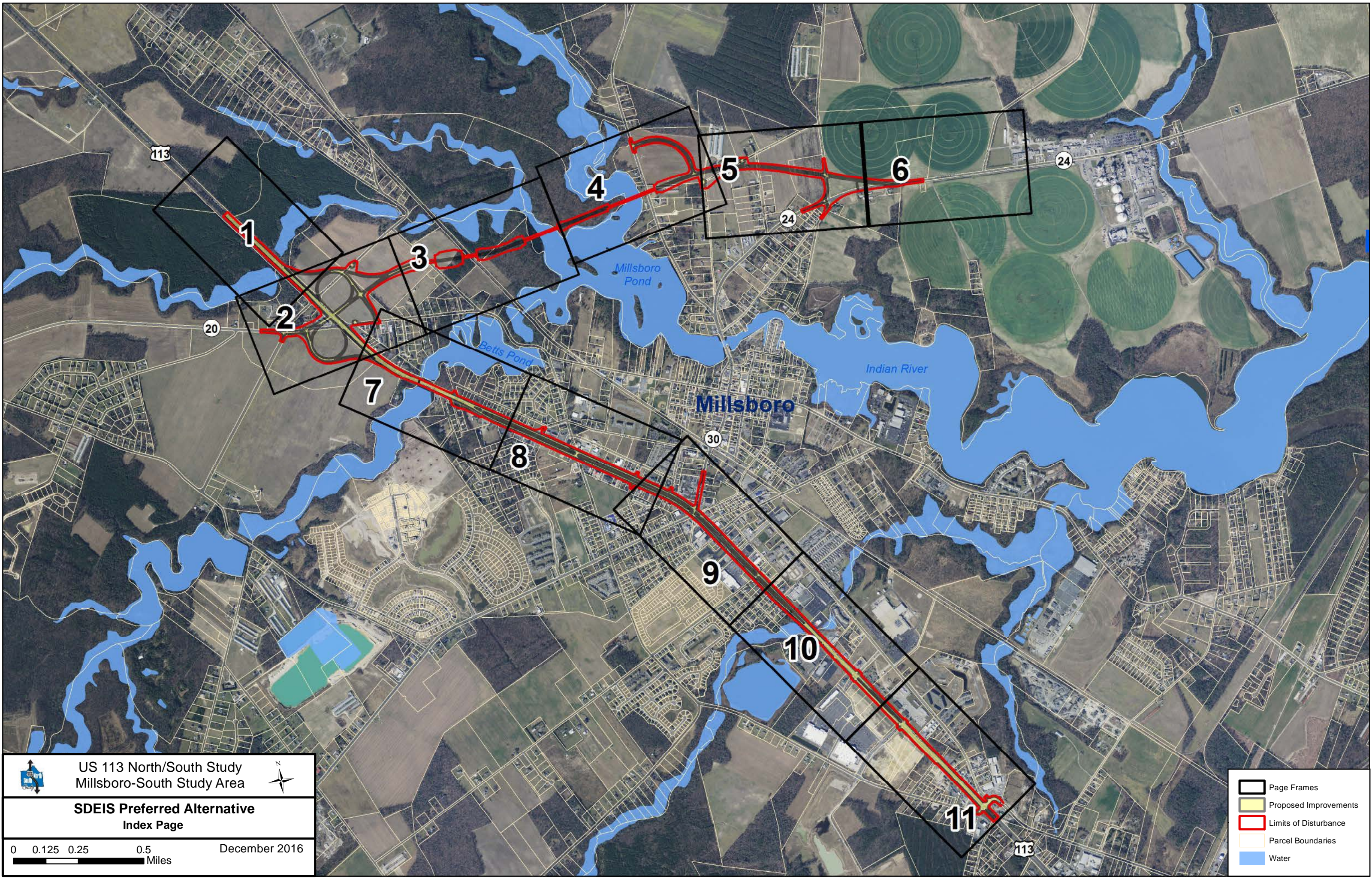


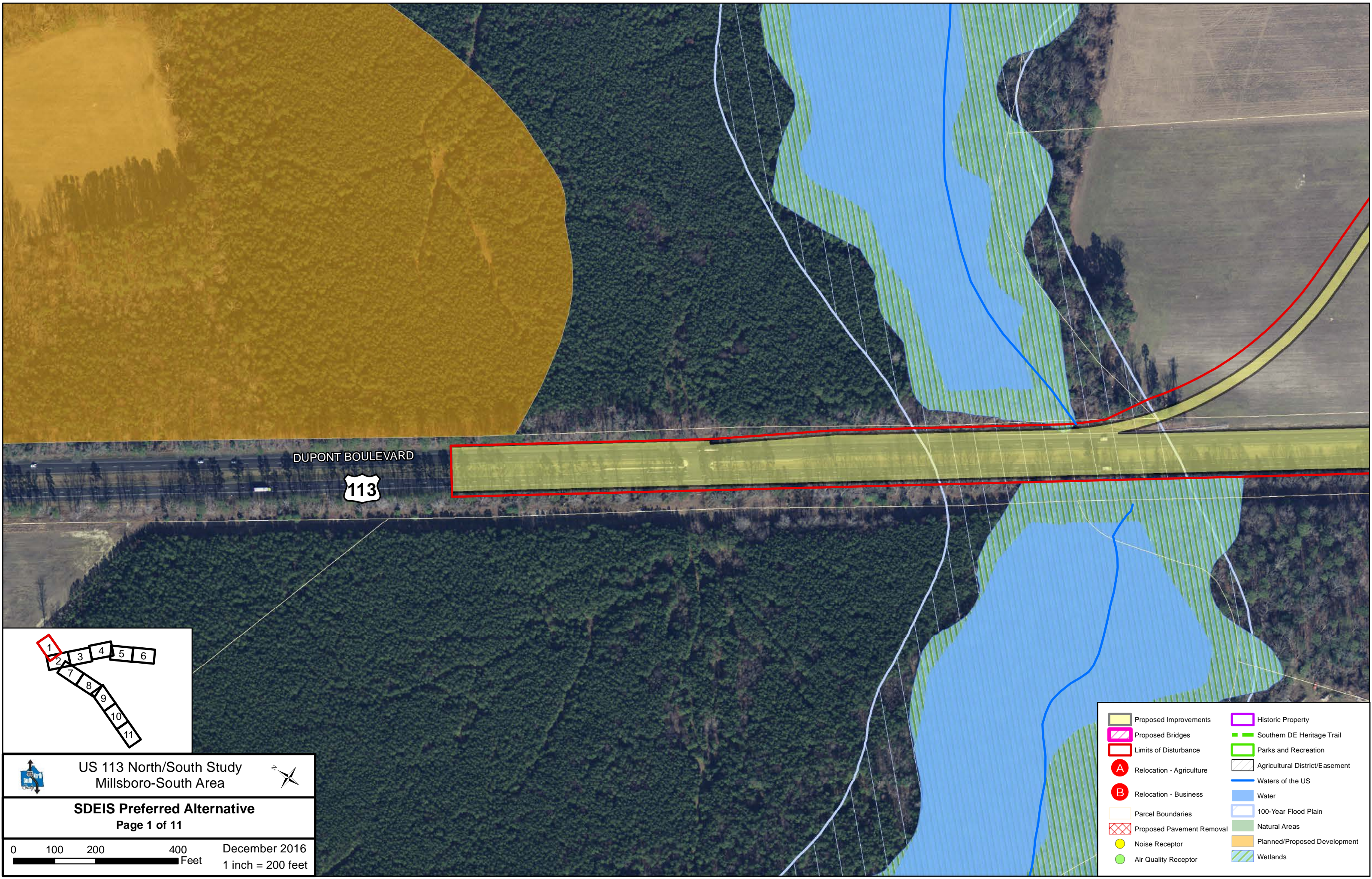
US 113 North / South Study Millsboro-South Area

Appendices



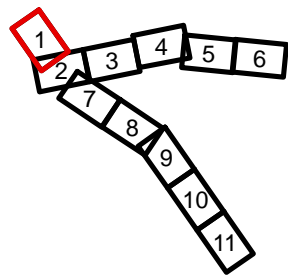
APPENDIX A: ALIGNMENT SHEETS





DUPONT BOULEVARD

113



US 113 North/South Study
Millsboro-South Area

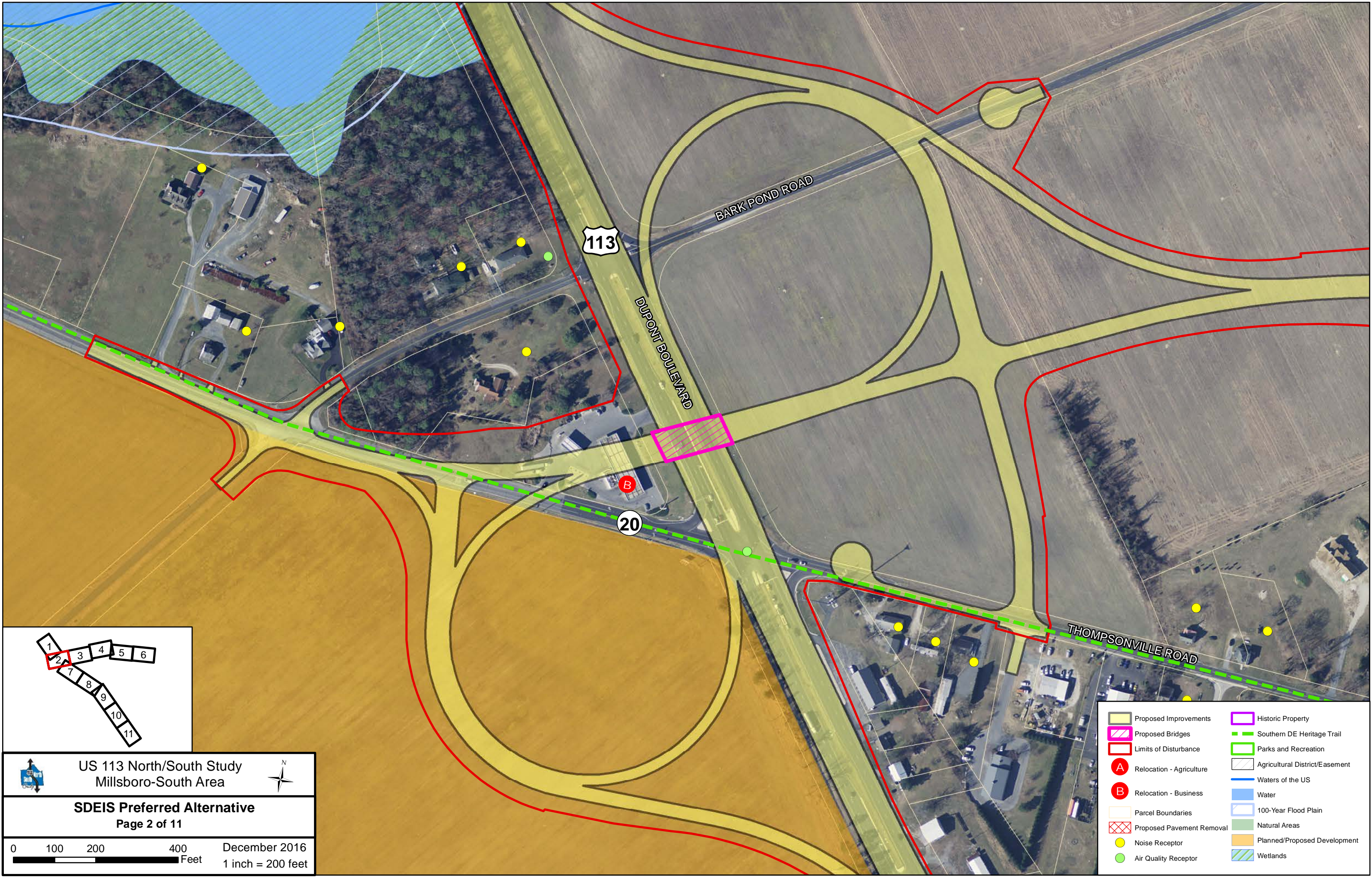


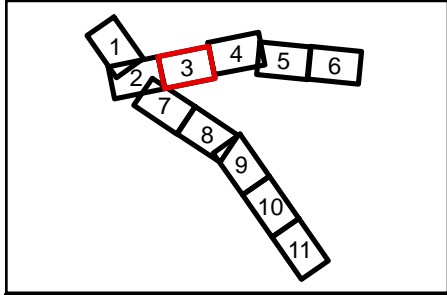
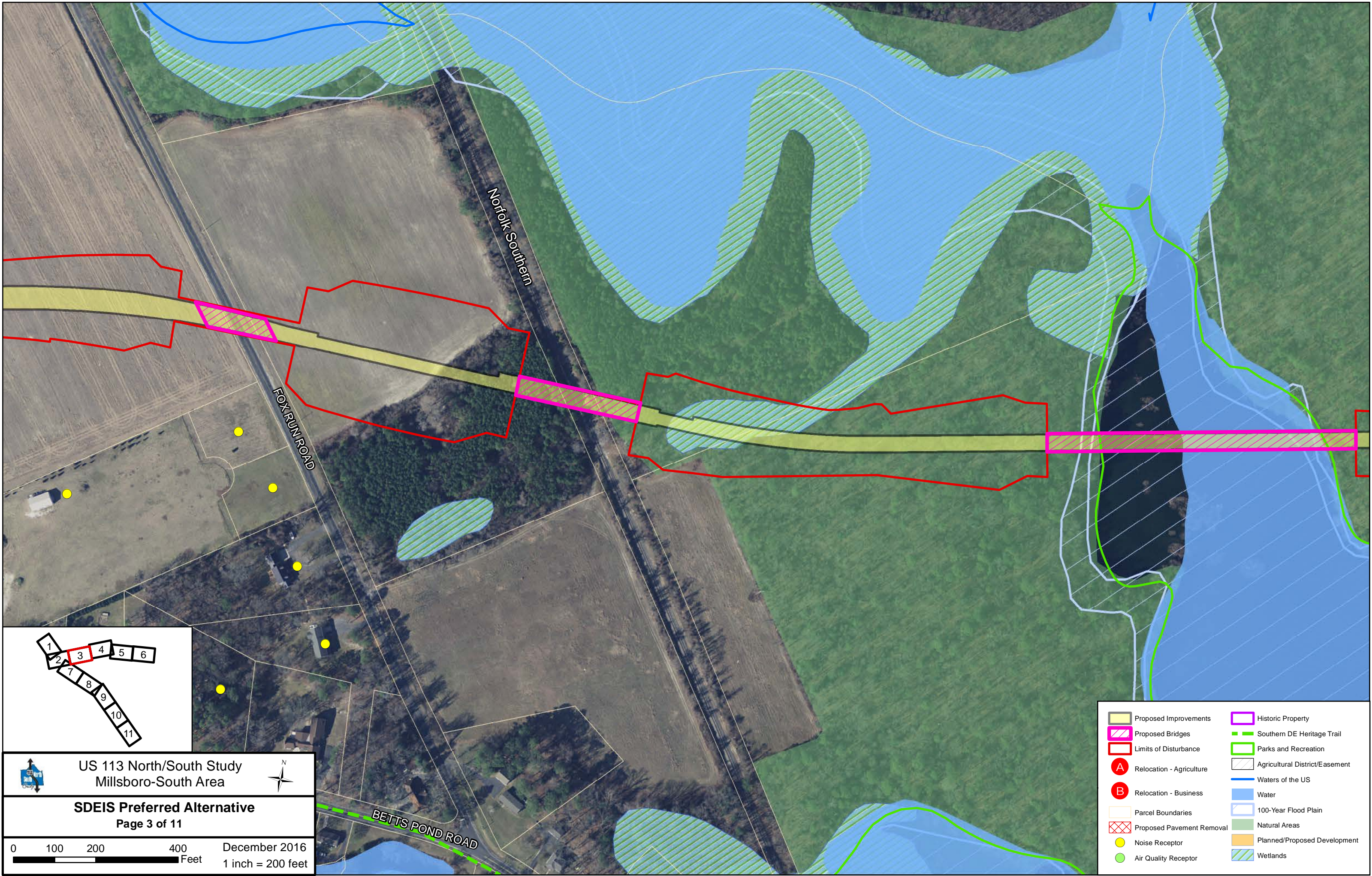
SDEIS Preferred Alternative
Page 1 of 11




















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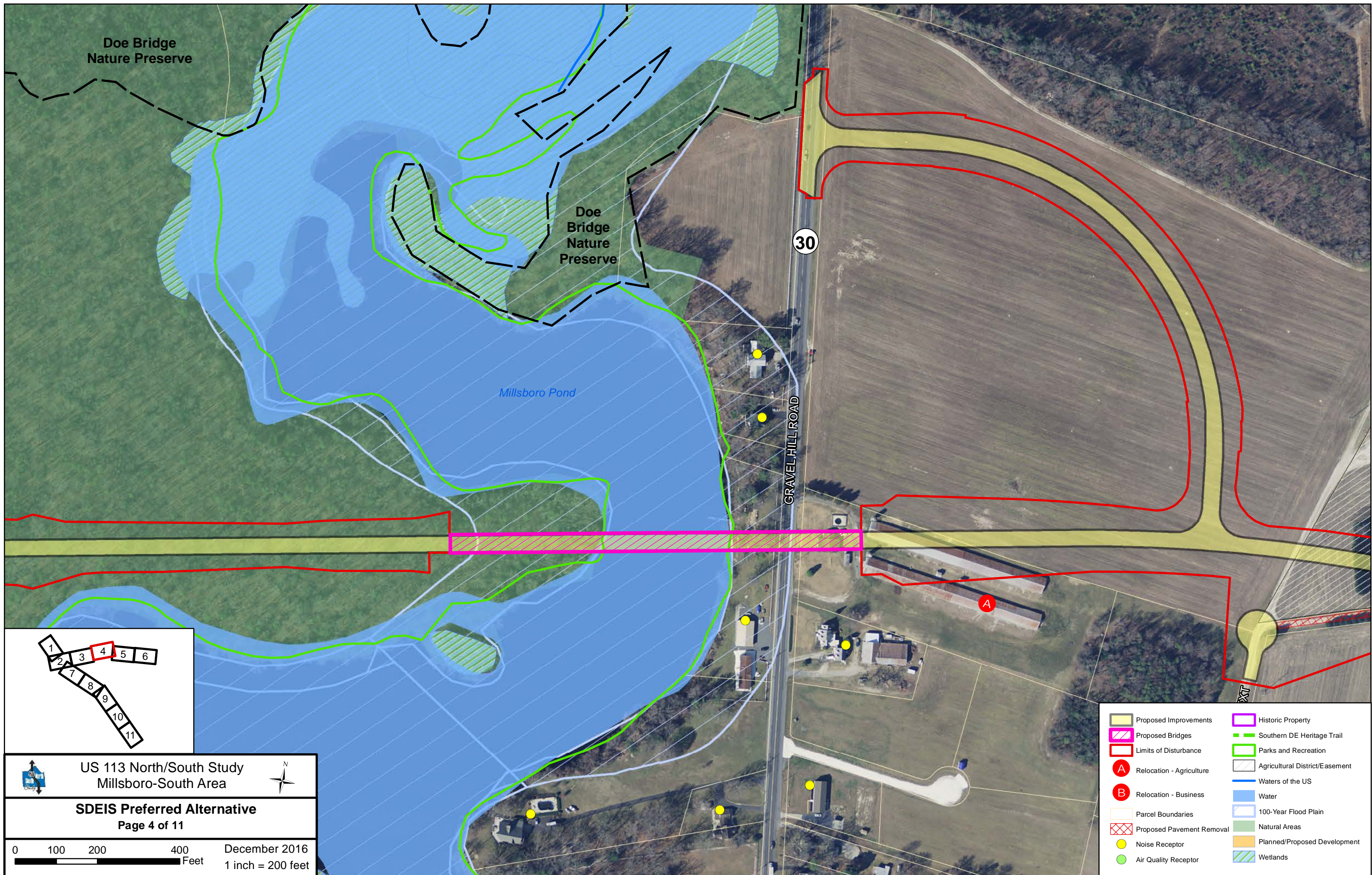
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1 inch = 200 feet

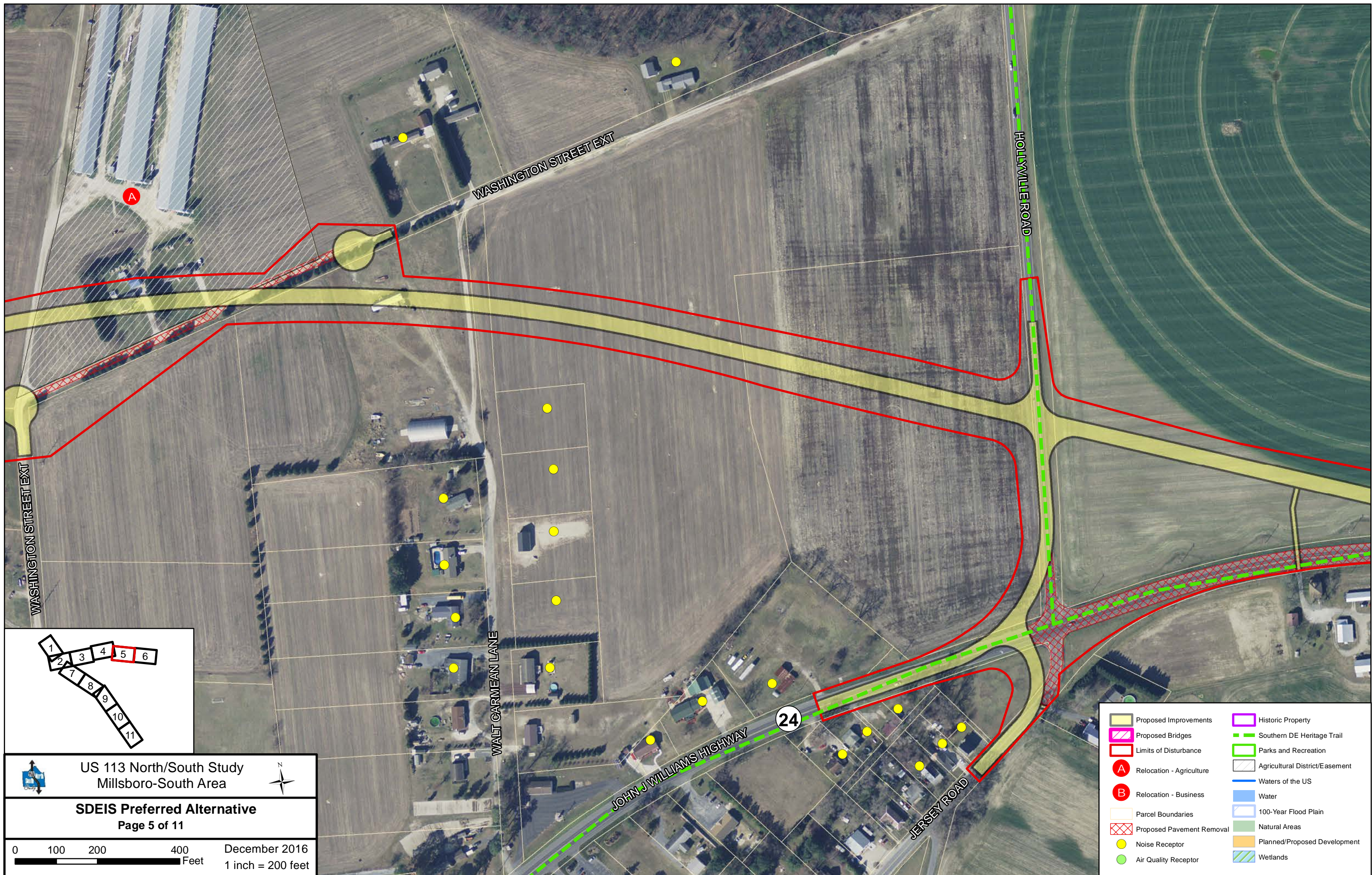
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|---------------------------|--------------------------------|
| Proposed Improvements | Historic Property |
| Proposed Bridges | Southern DE Heritage Trail |
| Limits of Disturbance | Parks and Recreation |
| Relocation - Agriculture | Agricultural District/Easement |
| Relocation - Business | Waters of the US |
| Parcel Boundaries | Water |
| Proposed Pavement Removal | 100-Year Flood Plain |
| Noise Receptor | Natural Areas |
| Air Quality Receptor | Planned/Proposed Development |
| | Wetlands |

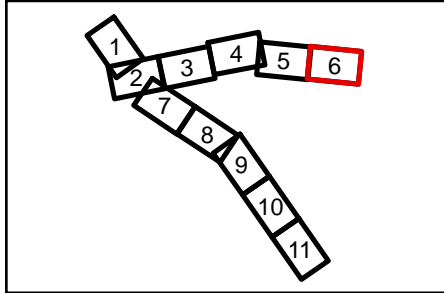
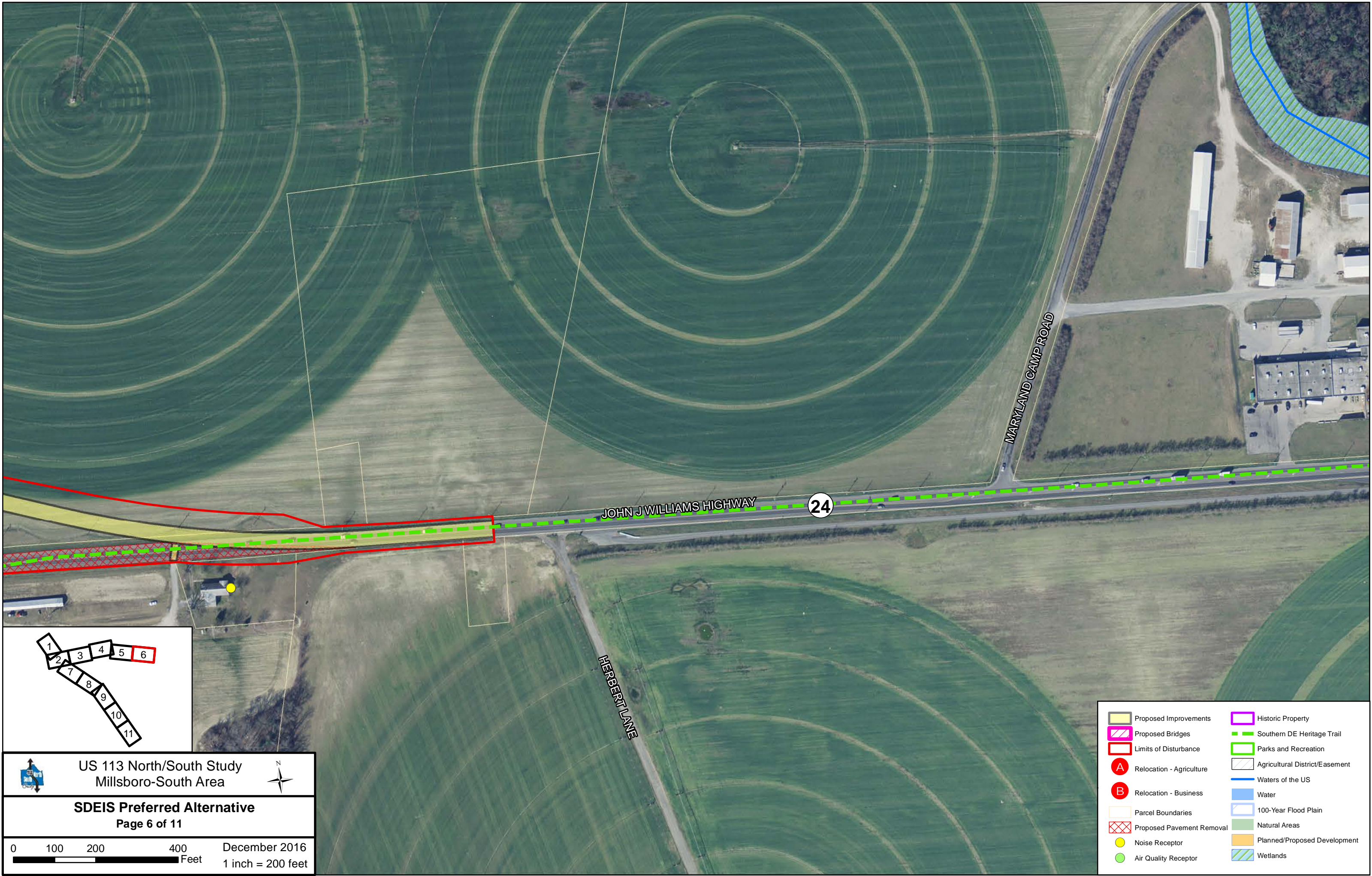























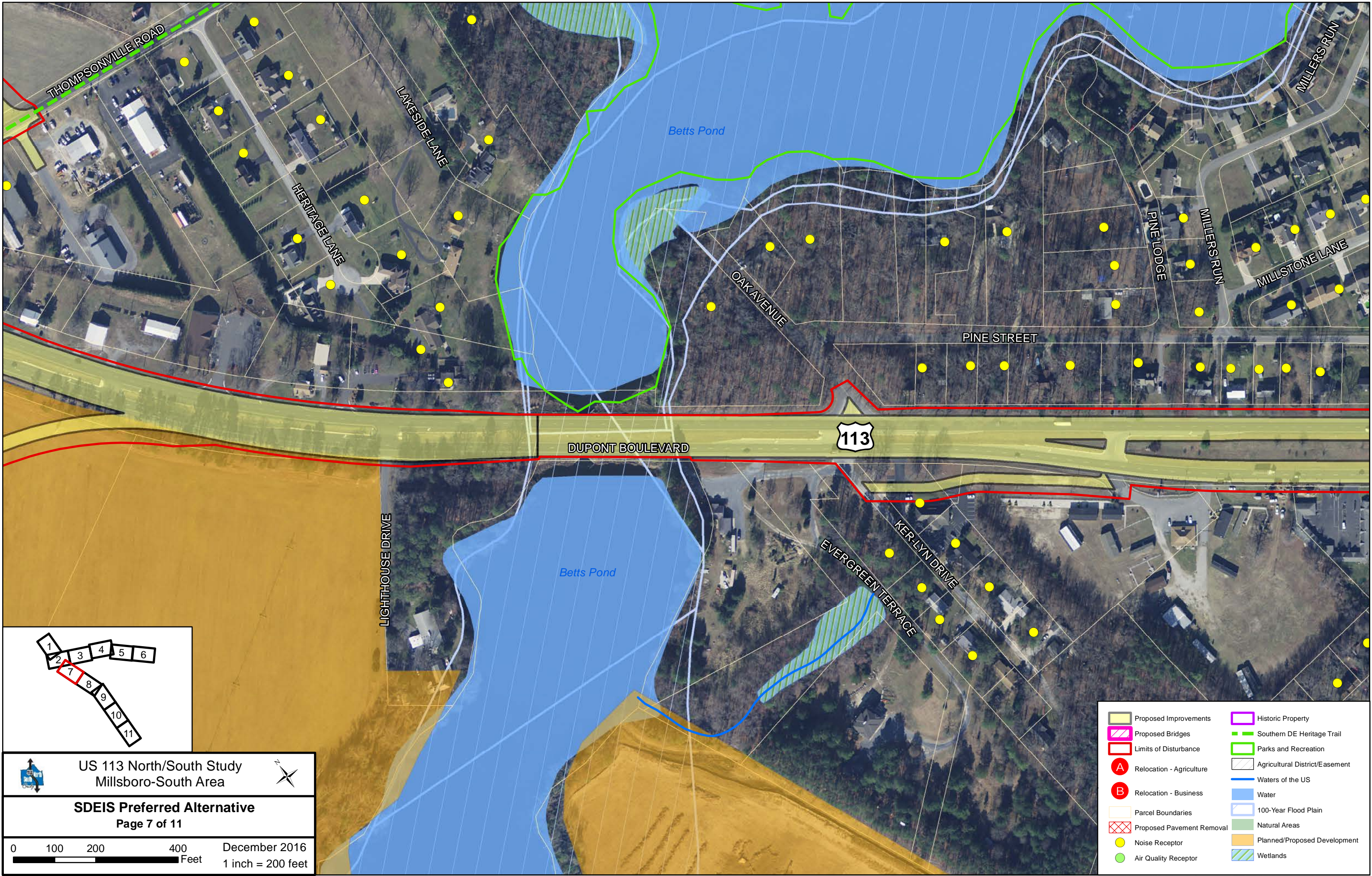
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|  Proposed Improvements |  Historic Property |
|  Proposed Bridges |  Southern DE Heritage Trail |
|  Limits of Disturbance |  Parks and Recreation |
|  Relocation - Agriculture |  Agricultural District/Easement |
|  Relocation - Business |  Waters of the US |
|  Parcel Boundaries |  Water |
|  Proposed Pavement Removal |  100-Year Flood Plain |
|  Noise Receptor |  Natural Areas |
|  Air Quality Receptor |  Planned/Proposed Development |
| |  Wetlands |

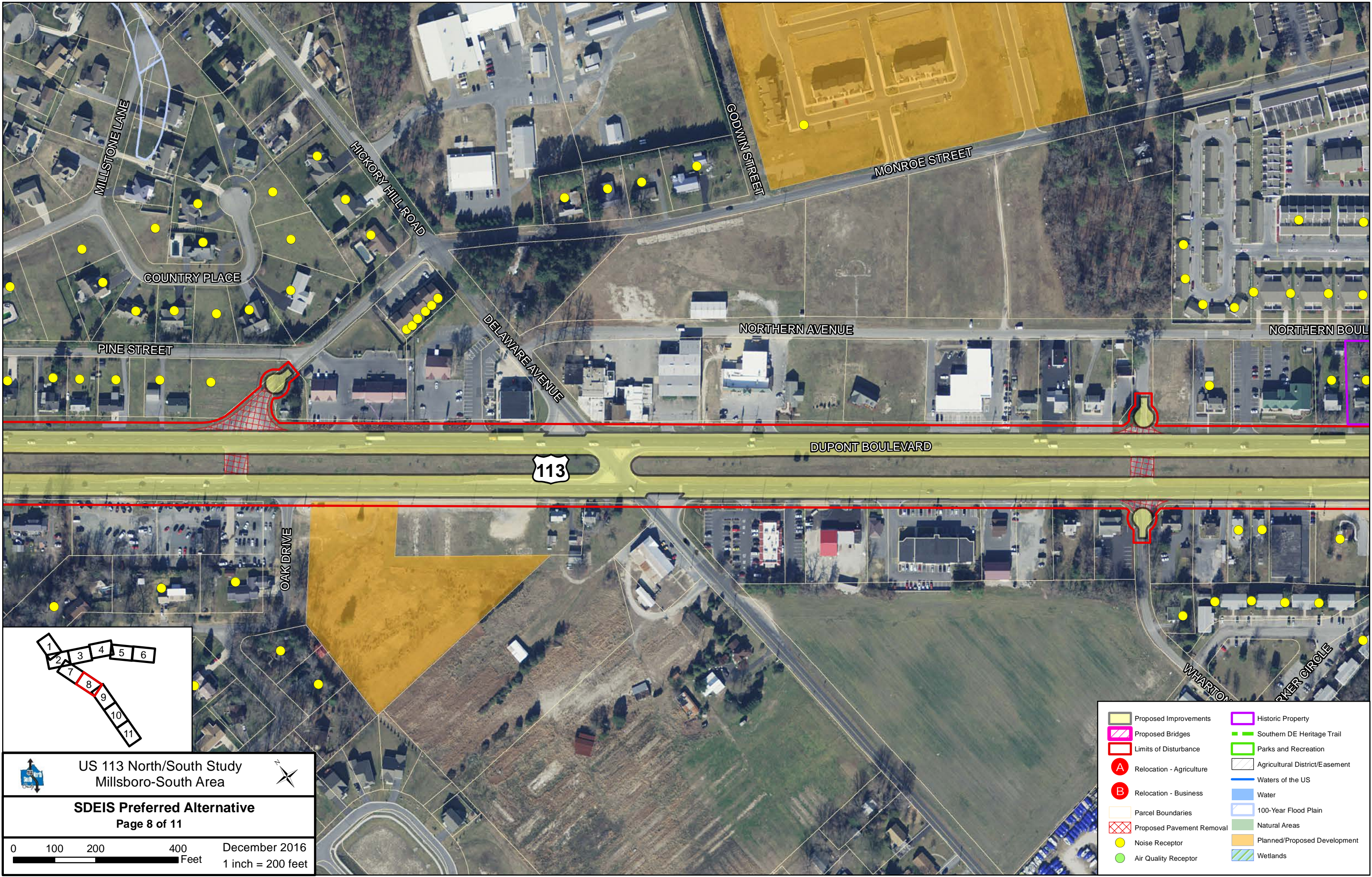























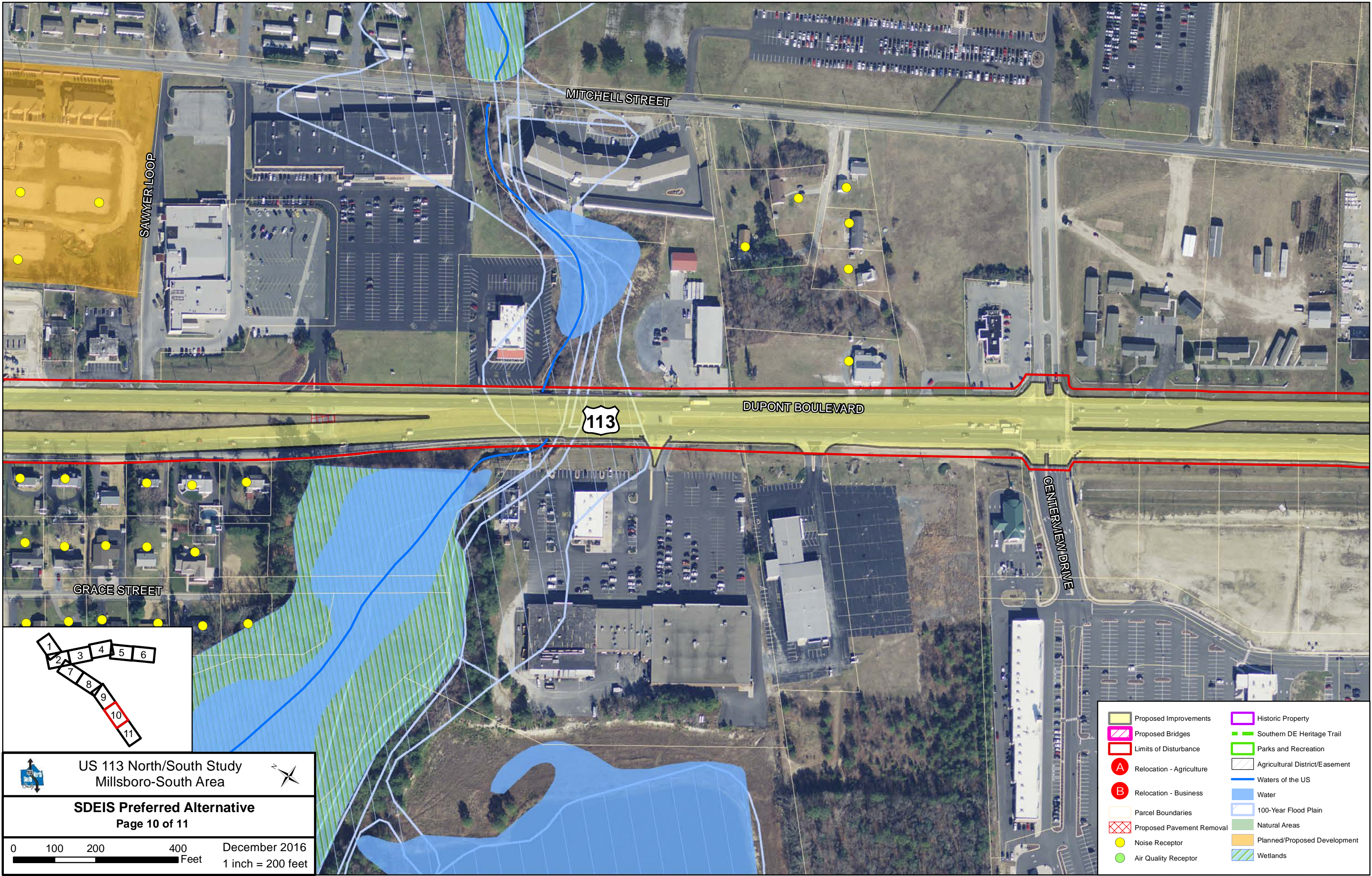


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|  Proposed Improvements |  Historic Property |
|  Proposed Bridges |  Southern DE Heritage Trail |
|  Limits of Disturbance |  Parks and Recreation |
|  Relocation - Agriculture |  Agricultural District/Easement |
|  Relocation - Business |  Waters of the US |
|  Parcel Boundaries |  Water |
|  Proposed Pavement Removal |  100-Year Flood Plain |
|  Noise Receptor |  Natural Areas |
|  Air Quality Receptor |  Planned/Proposed Development |
| |  Wetlands |





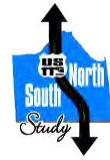
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|  Proposed Improvements |  Historic Property |
|  Proposed Bridges |  Southern DE Heritage Trail |
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|  Proposed Pavement Removal |  100-Year Flood Plain |
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| |  Wetlands |







APPENDIX B: COMMENT SUMMARY AND RESPONSES



SUMMARY OF DEIS COMMENTS AND RESPONSES

In fall 2013 the public was asked to provide oral or written feedback for consideration in the identification and refinement of a Preferred Alternative. The feedback received is documented in this Supplemental Draft Environmental Impact Statement (SDEIS). At the close of the comment period, on October 4, 2013, 25 mailed letters, 135 comment forms, 51 online surveys, 19 email messages, two voicemails, two petitions, 40 public testimonies, and 27 private testimonies had been documented. These included legislative, agency, and general public commenters. Comment forms and online surveys included questionnaires to quickly measure public and agency preferences and topics of concern. These forms also allowed the opportunity to provide narrative responses.

Comments were evaluated to determine if: modifications to alternatives or alternatives not previously considered should be evaluated; new information needed to be considered; analyses in the SDEIS needed to be supplemented, improved, or modified; or information presented in the SDEIS required correction. To provide adequate responses to the extensive comments received, DelDOT, in collaboration with its federal partners, categorized all of the comments received into common themes. Representative responses have been developed for the topical themes listed below. As necessary, additional responses for more specific comments were developed and are included under the appropriate theme.

A. Purpose and Need

- A.1. Safety/Evacuation
- A.2. Traffic

B. Alternatives

- B.1. In Favor of Improvements to Route 113/Modified On-Alignment/Yellow Alternative/Bypass Around Millsboro
- B.2. In Favor of Alternatives No Longer Being Considered
- B.3. Opposed to Alternatives No Longer Being Considered
- B.4. Suggestions of Other Alternatives or Modifications to Alternatives
- B.5. In Favor of the No-build Alternative/Oppose Project
- B.6. Costs
- B.7. Design Questions

C. Environmental and Social Concerns

- C.1. Environmental Justice
- C.2. Property Taking
- C.3. Land Use/Livability
- C.4. Farmland Impacts
- C.5. Community Facilities (Schools, Emergency Response, Parks, Public Access to Water Crossings)
- C.6. Aesthetics
- C.7. Cultural Resources
- C.8. Air Quality
- C.9. Noise
- C.10. Hazardous Materials



- C.11. Water Resources (Water Quality, Ponds, Wetlands, Streams, and Floodplains)
- C.12. Vegetation and Wildlife, and Rare, Threatened, and Endangered Species
- C.13. Climate Change
- C.14. Secondary and Cumulative Effects

D. Section 4(f) – Millsboro Pond

E. Public Outreach

The entirety of each comment received as well as how each comment was categorized is included in **Attachment 1**.

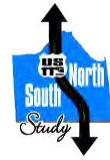
A. Purpose and Need

A.1. Evacuation

Summary of Comments: Ten comments were received. Several noted how the project would provide another emergency evacuation route, while others identified perceived flaws in the ability of the Blue Alternative to handle evacuations.

- When you see disasters worldwide in the news, it becomes clearer that if there is a way to prepare, we should make plans. Part of the plan is to include additional roads.
- A new route would give another means for people to get off the beach in an emergency situation whether it be a storm or a hazard or water or flooding or whatever.
- There is the argument being made that a better evacuation plan is needed but the route goes over five waterways. Those areas that are generally prone to flooding. Just look at the Indian River Inlet bridge. And yet one of the waterway overpasses for this plan is twice as long as Indian River Inlet.
- As Bethany residents, we have participated in many evacuations over the years, responding to coastal storms. The only bottlenecks we have ever experienced have been associated with the drive west to US 113. North-south travel, in our experience, has not been congested or problematical.
- You've got an evacuation route, okay, I get you. You build a bridge in the storm surge path? Excuse me. You got the focus on the recent bridge issues with the Chesapeake Bay. You're going to have to re-do this. You've got the geology of the salt marsh and you're telling me it's going to be more cost effective to build the blue route when you have a land route possible? I don't understand. You're saying EPA says it's okay. You're saying FEMA says it's okay as an evacuation route. I don't see it.

Response: As discussed in **Section 1.3.2.3** of the **SDEIS**, evacuation is a component of the project's purpose and need. In the event of an emergency, US 113 is designated as a primary north-south evacuation route from Kent County in the north to the Maryland border in the south, while SR 24 is one of the primary east-west evacuation routes. As the population of the area continues to increase, there will be higher volumes of people using designated evacuation routes. The proposed improvements along US 113 and SR 24 in the Millsboro-South Area would provide additional traffic capacity, leading to safer and more efficient evacuations during emergencies.



A.2. Traffic

Summary of Comments: Forty-nine comments expressed concern about existing traffic issues and about the future traffic projections.

- I will caution that if US 113 it is made to facilitate traffic to fly through, that could end up with more congested traffic that would affect not only Sussex, but Kent, and New Castle to I-95 also. Dealing with our own beach resort traffic is one thing, but making it inviting to become a shorter way through I-95 would defeat what the study is trying to do.
- It does not answer the problems of bottle necking on Route 24, 26, and 54. We are all in agreement that something needs to be done to address the traffic issues that plague RT 113, especially in the summertime. We need to take the time and look at the larger picture of the East/West flow and not just the North/South flow.
- My issue with the blue route is that you are dumping 4 lanes of traffic onto an already overburdened 2 lane road.
- Heavy traffic jams, not all day long, but morning, lunch, evening, out of work traffic could probably flow much faster, better, by timing and adjusting the traffic lights better to handle the vehicular flow.
- I understand the necessity of planning, but the studies of the future traffic flow is based on the past years of unprecedented growth in housing and economy, that nearly all economists say will not occur again at that level in the foreseeable future. Yet based on those years, the future predictions are made that may not reflect the actual future changing traffic patterns.

Response: Information from the DelDOT Peninsula Model was used for travel demand modeling and daily traffic forecasting. The model does not rely on past years' growth, but instead is based upon land use projections for the region and anticipated roadway improvement projects.

The proposed improvements along US 113 in the Millsboro-South Area would provide additional traffic capacity by providing an additional lane in each direction along US 113 for approximately 2.8 miles (between SR 20 and Betts Pond), providing additional turn lanes, and removing six unsignalized crossovers. The new SR 24 Connector would provide increased accessibility and mobility by providing an additional connection to existing SR 24 and points east, thus reducing traffic on SR 24 within the town of Millsboro and providing a more direct east-west route north of town.

The Millsboro-South Area is an important link within the corridor that, if deficiencies were addressed, would establish system compatibility and continuity and permit US 113 to more effectively serve future transportation needs. While the on-alignment improvements to US 113 no longer include the provision of limited access, the proposed improvements would increase the compatibility of the Millsboro South Area with the connecting sections of US 113 north and south of the study area.



B. Alternatives

B.1. In Favor of Improvements to Route 113/Modified On-Alignment/Yellow Alternative/Bypass Around Millsboro

Summary of Comments: More than 90 comments were received noting their support for the Yellow Alternative, or modifications to the Yellow Alternative (including improvements to Route 113 and a bypass around Millsboro). Following is a sample of the comments:

- If you move the interchanges and everything else out west, I think the business and the traffic would follow and you would just have the same problems there. Put a third lane down through Millsboro and time the traffic lights.
- You could probably put two more lanes on Route 113 and maybe that would help and it would be much cheaper.
- You have a right of way along 113 and that is where improvements should be made. You use the on-113 alignment from Milford to Millsboro and from south of Frankford to Selbyville. Therefore there is no reason why you cannot use the on-alignment from Millsboro to Selbyville and to the Maryland line.
- The best solution to existing and future traffic problems is to use the existing right of way of Route 113, which is large enough for a “modified limited access highway”. The “modified” approach would give business access to the highway and provide an uninterrupted flow for thru traffic. Large sections of this roadway are still viable and the environmental, agricultural, and sociological effects are already established. The Feasibility Study of July 2001 recognized the benefit of upgrading the existing Route 113 corridor in terms of cost, timely implementation and environmental impacts. This study also endorsed the concept as supporting the Livable Delaware initiative and long range transportation goals of DelDOT.
- It is equally obvious that an east-west Route 24 relief route is also much needed.
- The Bypass for Millsboro, as proposed is well thought out to take advantage of Routes 24, 20, and 113. It should eliminate much of the beach backup.

Response: The comments showing support for the entire Yellow Alternative, or portions of the alternative that were ultimately included in the SDEIS Preferred Alternative, are noted. The SDEIS Preferred Alternative was developed based upon the comments received during the Public Hearings/Workshops in September 2013 and the associated comment period. Because of the comments, the alternatives evaluated in the DEIS were reconsidered. The Yellow Alternative from the DEIS was then modified to include only those mainline improvements within and surrounding the Town of Millsboro and a modified portion of the SR 24 Connector. Modifications were then made to the geometry of the proposed SR 24 Connector to reduce impacts to surrounding properties in response to comments received at the October 2015 public workshop. The horizontal alignment was shifted slightly north and new overpasses were added at SR 30 (Gravel Hill Road) and Fox Run Road. This Modified Yellow Alternative was then recommended to be the SDEIS Preferred Alternative.



B.2. In Favor of Alternatives No Longer Being Considered

Summary of Comments: Thirty-five comments noted support for alternatives that are no longer being considered, most favoring the Blue Alternative. Following is a sample of the comments received:

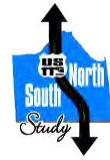
- The Blue Route offers the best traffic flow to locals, visitors and those passing through. It offers the best escape routes from the beach areas via 20, 24, 26, 54 and 113 in cases of hurricanes and disasters. And, it does not increase the detrimental effect on businesses on DuPont Blvd that would be created by overpasses and an elevated road for the citizens in Millsboro if the 113 option is considered.
- Build it! The Blue Route is the only logical Route. Please build it before any more beach development totally chokes 113 to a standstill. Please!
- The Green alternative seems better for people living here. It travels over unused (no houses) areas (mostly). The other ones come close to houses. Yellow alternative is good but will upset traffic patterns while built and probably take longer to build. Purple: ditto on traffic and counterproductive for small area off of 113. Red: high school? Blue seems expensive.

Response: The comments noting support of the Blue Alternative, as well as the other alternatives, are noted; however, in response to comments received on the DEIS, DelDOT and the FHWA reconsidered the alternatives. The Yellow Alternative was modified to include only those mainline improvements within and surrounding the Town of Millsboro and a modified SR 24 Connector. The Modified Yellow Alternative was then recommended to be the SDEIS Preferred Alternative.

B.3. Opposed to Alternatives No Longer Being Considered

Summary of Comments: More than 140 comments expressed opposition to the Blue Alternative and several other comments expressed opposition to other alternatives, as well as any construction south of Millsboro. Following is a sample of the comments received.

- The number of waterways to be crossed and the extent of the construction (which is always subject to costs exceeding the projected estimate) in protected habitats and state nature areas make this, in my view, a poor choice of a route.
- I worked with many farmers and there is no need to take valuable farmland to build a road from Millsboro to Selbyville when you can use the existing Route 113 to make improvements.
- The choice for the Blue Route seems inappropriate. How can DelDOT engineers think that a route needing five bridges through environmentally sensitive areas is better than going through what seems to be mostly farm land.
- I am totally opposed to this bypass. I don't think you guys are taking into consideration the damage you're going to do to farmland, the cropland. You guys are going to devastate a lot of that.
- The areas that this corridor would be going through are still actively farmed and the highway would effectively separate one side from another causing total disruption with the current agricultural practices. It would further fragment an already fragile economic situation and promote growth in areas that are not adjacent to existing towns.



Response: The numerous comments noting opposition to the Blue Alternative, as well as the other alternatives, are noted. The Blue Alternative is no longer being considered.

B.4. Suggestions of Other Alternatives or Modifications to Alternatives

Summary of Comments: Thirty-three comments suggested other alternatives, or modifications to the alternatives that were already being studied. Following is a sample of the comments:

- If there has to be a connector route to 113 move it a half a mile north from where it connects with 30, so traffic and trucks from Mountaire can go there and the land it crosses would be Mountaire and state property.
- Make an interstate from Dover down to the Delaware/Maryland line and have overpasses that go to the main roads to the beaches and dual highway the main roads to the beach.
- Providing public transportation such as a passenger railroad, shuttles and parking garages. It gets people off the roads and does not disrupt our community. People can rent cars once they are at their destination.
- Consider East / West Modifications
- Move the Cemetery Road overpass to the north of its current location. A move to the north would greatly reduce the number of property owners affected as well as lower the cost to acquire since it is mainly agricultural land.
- I would like to see further consideration for the widening of Route 26 east from the Blue Route proposed from a three to a four lane road – that need is even greater than the 113 by-pass around Millsboro- please consider it.
- In addition- please consider a widening of Route 24 from the blue route 113 by-pass proposed east towards Bethany and Rehoboth – that road is also greater than just a north-south by-pass around Millsboro.
- One thing – turn Jersey Road to right line up with Gravel Hill Road put red light up.
- Has the option been explored to do an express lane for North:South traffic to stay within the existing Right-of-Way?
- There is a current, critical need for some changes at Hollyville and Route 24. It is very dangerous to turn onto Hollyville at East Bound 24. People go around cars, entering, turning into the right turn lane.
- I propose building a Bay Bridge Tunnel from NJ to Delaware. A direct route from the northern states to the beaches. This will get rid of much of the congestion from Milford down. The Cape May Lewes Ferry system has proved to be unsuccessful. Sell the ferries... Build a bridge... Problem gone.
- We are convinced there is a better alternative route – that we refer to as the Environmentally Friendly Green Route (our route) which has basically the same starting and ending point as the Blue Route (thus handles the same traffic flow), at US Route 113 the Green Route Starts about ¼ mile north of the proposed Blue Route, Green Route joins the proposed Blue Route in the vicinity of the Millsboro Mountaire Poultry Plant. Avoids construction of (2) bridges over the Millsboro Pond in residential areas. Green route requires the construction of one bridge in the vicinity of Cow Bridge Branch area. Utilizes large portion of land already owned by the State and Millsboro Mountaire Poultry.
- At Governor Stockley Road and SR113, make an easterly road to join Morris Mill Rd.



(widen Morris Mill / Mount Joy Rd); at Morris Mill/Mt Joy SR30 intersection install traffic Light (Also install traffic light at SR30 & Sr24). Also re-examine intersection at Mt. Joy & SR24 for possible updates.

- I think the main problem is just the red light at the WaWa/Riteaid intersection. I heard about a town called Carmel, Indiana and really liked their ideas and thought it could work for Millsboro. <http://www.carmel.in.gov/index.aspx?page=123>.
- My suggestion would be make an interstate from Dover down to the Delaware/Maryland line and have overpasses that go to the main roads to the beaches and dual highway the main roads to the beach.
- The big problem that I have seems to be the two lights they put in for Lowes's and of course the light at 24. I don't know what it would take to maybe construct an interchange and bring the entrance to Lowe's over top of 130 maybe and eliminate the two lights. I also was questioning about why they don't consider an underpass at 24 and Millsboro, because when you build an overpass like on the edge of a town, it just doesn't look nice.

Response: The alternatives analysis for this project has been extensive. Four broad-ranged concepts were initially considered in the project development process: No-build, Transportation Systems Management (TSM), Mass Transit, and build alternatives. Neither the TSM Alternative nor the Mass Transit Alternative individually met the purpose and need, so they were not carried forward. Build alternatives were developed to evaluate on-alignment (existing US 113) and new locations (eastern and western bypasses). Initially, 20 individual segments were combined to create bypass alternatives and an on-alignment alternative. Based on evaluations of the environmental impacts of the build alternatives and on their ability to meet project purpose and need, as well as engineering considerations, resource agency consultation and coordination, and public input, numerous segments and alternatives were eliminated from consideration. The majority of the suggestions noted above have been evaluated; however, the SDEIS Preferred Alternative was identified as the alignment best meeting the purpose and need while minimizing impacts.

B.5. In Favor of the No-build Alternative/Oppose Project

Summary of Comments: Twenty-five comments noted their support of the No-build Alternative, or the opposition of the project in general, as described in the following sample of comments.

- Why are we even considering a Route 113 bypass? Tourism's season ranges from mid June to August. They live with traffic and bypasses every single day. They come here to avoid all that. They pay thousands of dollars to spend one week to visit our pristine beaches, forests and land. They participate in hiking, and aquatic activities such as beaches, boating, crabbing and fishing. They visit our wetlands, canals and state parks. They do not want any of this to change.
- This project has been in the works for too long. You expect anyone to say they want this in their back yard?? Really? We moved here 23 yrs. ago to escape the traffic that was in New Castle County. Now, you want to bring that back on to us in the form of this bypass.
- No! No! No! How much more can Indian River handle?
- After reviewing each map this is not good for Selbyville. Please for once think of local people, not tourists. New lights in Millsboro have only worsened traffic flow. I am totally



not in favor of any route. How this would affect the value of homes and farmlands is totally not necessary.

Response: The need for the US 113 North/South Study is a result of expected future land development and economic growth in Sussex County and its municipalities, the increased use of the resort area in southeastern Sussex County (both in the summer and year round), and the projected increase in regional traffic traveling through the Delmarva Peninsula over the next 25 years. As described in **Chapter 2** of the **DEIS**, The No-build Alternative was not selected as the Recommended Preferred Alternative as it will not meet the purpose and need for the project because it does not accommodate growing traffic demand, increase safety, preserve a transportation corridor, consider modal interrelationships, or maintain consistency with state and local plans for transportation systems.

B.6. Costs

Summary of Comments: Twenty-six comments noted their concern for the cost of the Blue Alternative, as noted in the following comment.

- It seems like the preferred Blue Plan is the longest and require 7 bridges. I would think that bridges would cost a lot more than moving dirt. I understand and agree that the center of town needs some relief but it seems a lot and long and costly project to help people go south to MD – summer tourists to the beach. I think the Yellow option makes more sense.

Response: The preliminary costs for the build alternatives evaluated in the DEIS ranged from \$607 million to \$839 million. With the reduction in design footprint the preliminary cost of the SDEIS Preferred Alternative is estimated to range between \$96 and \$116 million.

B.7. Design Questions

Summary of Comments: Two commenters had the following questions regarding design:

- In Dagsboro will the new proposed blue route be at grade for the following roads: 1. Piney Neck Road 2. Bunting Road. Or will the new proposed blue route be elevated at these two locations? Concerned if at grade crossing, amount of fatal accidents may happen due to this road.
- What would be the proposed R/W width? Route 113 currently has a 200' R/W from at least Milford to Selbyville.

Response: The SDEIS Preferred Alternative will not extend to Dagsboro; therefore, there would be no changes to the noted road crossings. The right of way width of US 113 will remain the same, which is typically 200 feet.

C. Environmental and Social Concerns

C.1. Environmental Justice

Summary of Comments: Nine comments noted their concern for outreach to environmental justice communities, as described in the following sample of comments:



- Three neighborhoods down there around Frankford, three African American neighborhoods have been targeted by this roadway. They don't have idea that this roadway is planned coming through their neighborhoods, coming close to their neighborhoods. The path of least resistance has been chosen by DelDOT. There has been no transparency with this plan at all. People have not been notified of anything. It has been very underhanded. Civil rights have been violated and civil liberties.
- The African community in my area was not informed of this.

Response: As discussed in **Chapter 5** of the **DEIS**, **Chapter 4** of the **SDEIS**, and **Section 3.1.3** of the **SDEIS**, a mailing list evolved during the project, and over 8,200 residents and businesses were individually notified of the last Public Workshop. The mailing list included everyone who attended a Working Group meeting, Public Workshop, or the Open House, or who contacted DelDOT or the Project Team. People who live near the build alternative were also included, regardless of race or ethnicity. Before each Public Workshop, an announcement was sent to people on the mailing list, notifying them of the purpose, subject matter, time, and location of the workshop. A legal Public Notice was placed in newspapers serving the study area. Additionally, an FYI was put in the papers as an attractive “reader friendly” advertisement located outside the classified sections. The FYI and Public Notice appeared in the *News Journal – Kent and Sussex Edition*, *Sussex Countian*, and *Sussex Post*. Upcoming workshops were mentioned on the radio as well as the project web site and window posters were placed in popular pedestrian travel locations in the study area. The posters were also produced in Spanish to meet the needs of the Hispanic community, and a Spanish interpreter was present at the Public Workshops.

As discussed in **Section 3.1.3** of the **SDEIS**, the SDEIS Preferred Alternative would have minimal adverse impacts to residential communities. Much of the impact from the proposed new roadway alignment (the SR 24 Connector) would occur in three Census Block Groups which have been identified as meeting the threshold for minority populations or Hispanic and Latino populations; however, the area that would be impacted by the SR 24 Connector is nearly all agricultural in nature (requiring two agricultural relocations), with minimal impacts to residential communities. On-alignment improvements would affect two Census Block Groups identified as containing both low income area and minority populations; however, the improvements to US 113 would primarily occur within existing right of way. Aside from one business relocation, the improvements would have minimal negative impacts to surrounding communities. Therefore, no disproportionately high and adverse effects to EJ communities would occur.

C.2. Property Taking

Summary of Comments: Forty-two comments noted their concern with property taking, questioning timing of the taking, and how they would be compensated. Following is a sample of the comments:

- Does the state compensate for the property along with the actual business (corporation)?
- Do we have to wait 10-20 years to turn property over to state? Can we sell the property to the state in a year or so?
- It has been stated that construction of this project is in the distant future but landowners would have their properties and businesses placed in a corridor preservation program.



Since there would be no money allocated to compensate them for the hold on their property, this is a case of gross injustice of the power of eminent domain. Do you realize that you are displacing people who have limited incomes and no longer have the ability to start over?

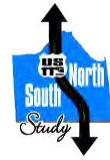
- The proposed route for the route 113 bypass goes through my development. I got my approvals with the understanding that I can build half of the development and when I want to build the second half I need to check with DelDOT to see if they want to buy the right of way and if they do I cannot develop it, I must sell it to them. If they do not want to buy the right of way then I can proceed with developing the other half of my property. The problem is that with this unknown issue I can not tell buyers in the first half of my subdivision if the Bypass will be next to them or not. This makes it very difficult to sell any of my lots.

Response: As discussed in **Section 3.1** of the **DEIS** and the **SDEIS**, impacted property owners would be contacted regarding potential acquisitions, and they would be fairly compensated for the required acreage and improvements on the parcels. In the case of agricultural preservation lands, compensation would be determined based on the “highest and best development use of the property with no consideration given to the restrictions and limitations” of the preservation agreement (3 *Delaware Code, Chapter 9, Subchapter IV, Section 922*). Compensation would also be provided for any farmland that may be unsuitable or inaccessible for farming as a result of the roadway improvements. Impacted business owners would be contacted regarding potential acquisitions, and they would be fairly compensated for the impacts to their businesses. For relocations, owners would be provided assistance in accordance with the federal *Uniform Relocation Assistance and Real Property Acquisition Policies Act*, as amended, and DelDOT’s policies. Many of the property impact concerns related to the Blue Alternative have been eliminated with the modified Yellow Alternative. The numbers of total property impacts and relocations have been reduced substantially. Once the NEPA process is completed, DelDOT would evaluate properties for advanced acquisition based on need and hardship.

C.3. Land Use/Livability

Summary of Comments: Thirty-nine comments were received expressing concern with how their way of life would change with the construction of the Blue Alternative. Following is a sample of the comments:

- The proposed is going right through Piney Neck Road. I have children that have lived on that road all their lives. We have had family on that road all of our lives and we travel that road every day. We ride our bikes to each other’s houses. My daughter’s house starts at the beginning of Dagsboro and I feel as though it will ruin our way of life and what happened to our way of life in Piney Neck.
- As a resident of Dagsboro, Del (County life) what a beautiful county setting, peaceful, quiet, safe, a little piece of heaven and to tear up handed down properties for the sake of tourists going to the beach (that makes me sick). What about us, the taxpayers, hardworking people who work the land and care about the area we live in. To turn beautiful countryside into numerous highway is appalling. Remember, no farms no food.
- When do we begin jeopardizing our county’s natural beauty and rural lifestyle just so an



out of towners can get to the beach a few minutes faster?

- I think that our small communities, our farms, our environment, certainly can't stand it.

Response: The SDEIS Preferred Alternative would improve US 113, with only minor changes to access, with a two-lane bypass around Millsboro, eliminating impacts associated with the US 113 bypass alternatives that were evaluated in the DEIS, including impacts to Piney Neck Road. The livability effects associated with the SDEIS Preferred Alternative would be much less than those associated with the alternatives evaluated in the DEIS. As discussed in **Section 3.2** of the **DEIS**, Sussex County's population is projected to increase 26 percent by 2040, according to Delaware Population Consortium 2014 projections. The *Sussex County Comprehensive Plan*, last updated in 2008, contains a Future Land Use Plan to help guide the location of development needed for the projected increases in population and respective housing needs. The need for the project is a result of expected future land development and economic growth in Sussex County and its municipalities, as well as the increased use of the resort area in southeastern Sussex County (both in the summer and year round) and the projected increase in regional traffic traveling through the Delmarva Peninsula over the next 25 years.

C.4. Farmland Impacts

Summary of Comments: Fifty-eight comments expressed their concern with taking farmland. Following is a sampling of the comments:

- This bypass will not only take away our income and farm, but it will also affect my family's way of living that my family has enjoyed for generations. You must think of the effects this bypass will have on Sussex County's natural beauty and the rural way of living we have all grown to love. Who is going to pay us money for the years our land is going to be earmarked for the construction of a future road?
- Delaware needs to preserve farm land, not build a super highway bypass over it. The areas that this corridor would be going through are still actively farmed and the highway would effectively separate one side from another causing total disruption with the current agricultural practices.
- Many of these farms have been handed down from generation to generation. Remember, the agricultural industry is still the leading economic business in Sussex County! T
- At this point, what do you expect us to do, we are not going to get what our land is worth and where could we buy more anyway? Seems that DelDOT does not hesitate to take it. So you leave no choice but to choose another career when we have been farming for generations? You say it will not affect us because it's not going to be built for another 20 years but it will. I will still be here in 20 years and my children and grandchildren will be too, it's not right or fair.

Response: The SDEIS Preferred Alternative would impact far fewer farms than the alternatives that were evaluated in the DEIS, although the SR 24 Connector and improvements to US 113 would still impact 16 agricultural properties, two of which would be relocations. Property owners would be contacted regarding potential acquisitions, and they would be fairly compensated for the required acreage. In the case of agricultural preservation lands, compensation would be determined based on the "highest and best development use of the property with no consideration



given to the restrictions and limitations” of the preservation agreement (3 *Delaware Code, Chapter 9, Subchapter IV, Section 922*). Compensation would also be provided for any farmland that may be unsuitable or inaccessible for farming purposes as a result of the roadway improvements. For those farm operations that are subject to relocation, owners would be provided relocation assistance in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Act of 1970* as amended.

C.5. Community Facilities (Schools, Emergency Response, Parks, Public Access to Water Crossings)

Summary of Comments: Sixteen comments expressed their concern with impacts to parklands, schools, provision of public access at water crossings, and concern about access for emergency response, as well as support for the project to improve access for emergency response. Following is a sampling of the comments:

- The Indian River school district would be negatively impacted by a highway of this magnitude – the Indian River school is adjacent to a major proposed interchange. On and off ramps near the high school is totally unacceptable.
- If there was to be a situation that blocks traffic such as an accident, and cars are unable to pass what is everyone to do? Emergency service vehicles would not be able to get to the scene of the accident to clear obstructions and be of any medical assistance.
- If there is a house fire and it is on the other side of this bypass, what is emergency response supposed to do?
- The NPS recommends that DelDOT consider providing public access sites at any of the multiple potential water crossings presented in this review as potential alternatives. Recently the Maryland State Legislators passed a Bill known as HB 797 which requires the Maryland Department of Transportation (MDOT) to investigate whether the addition of public access sites under proposed new or modifications of existing roadways is feasible. NPS recommends that the Delaware Department of Transportation consider the information in HB 797 with regards to any of the multiple water crossings proposed in this project.

Response: The SDEIS Preferred Alternative would not include the proposed interchange near Indian River High School; therefore, the school would not be impacted. Temporary or permanent road closures resulting from the project would affect school bus routes; DelDOT would coordinate with the Indian River School District to minimize disruptions. Delays in emergency response times may occur during construction; however, coordination with emergency service providers would occur prior to and during construction to minimize impacts. Once the project is completed, the bypass around Millsboro would provide an additional route that could be used during emergency situations. Improvements to US 113 would also improve access during emergency situations. DelDOT would coordinate with emergency responders to ensure access is available during emergencies.

C.6. Aesthetics

Two comments were received concerning the disruption of view towards Millsboro Pond, and the effect that the Blue Route would have on the existing scenic vistas, as noted below:



- No one will want to live there (at Millsboro Pond) with that ugly bridge going across.
- We are deeply concerned about the proposed highway's negative impacts on our scenic vistas.

Response: The SDEIS Preferred Alternative would have fewer impacts to scenic vistas when compared to the Blue Alternative. However, due to the low relief of the topography within the entire study area, areas that are somewhat distant would have views of the new roadway. Similarly, those in the vicinity of Millsboro Pond will have views of the new bridges. Due to the scattered nature of the housing in the study area, mitigation for visual impacts is not feasible.

C.7. Cultural Resources

Summary of Comments: Four comments focused on cultural resources, noting concern of impacts to cemeteries, historically important neighborhoods, and unsurveyed potential archaeological sites.

- You will go along the edge of my pond. The pond is over one hundred years old. Clay from the pond was used to make bricks and the older foundations and the kiln is still in the adjoining woodland. I believe this pond is an archaeological and historic site.
- We do not need the bypass to disrupt two historically important African-American neighborhoods.
- The Blue Alignment affects the church and horse farm directly beside my development. It impacts a cemetery that dates to the 1700s of which I am sure you are aware.

Response: As noted in **Chapter 2** of the **SDEIS**, the Modified Yellow Alternative was selected as DelDOT's Preferred Alternative. The SDEIS Preferred Alternative has the potential to impact two resources (Charles B. Houston House and Walter McKinley Betts House), which is less than any of the four alternatives studied in the DEIS. The SDEIS Preferred Alternative would not affect any known archaeological resources.

The brick kiln referenced in one comment does not appear to be within the study area and was therefore not evaluated to determine whether it would be considered potentially eligible for listing on National Register, or what the sensitivity for archaeological resources would be.

Based upon the census data and the historical records, the unidentified historic African-American neighborhoods cited in the above comment could potentially be the Dagsboro Historic District, the Frankford Historic District, and/or the Selbyville Historic District. The SDEIS Preferred Alternative would not affect any of these districts.

C.8. Air Quality

EPA commented that in **Section 3.7.3** (Mobile Source Air Toxics) of the **DEIS**, the "Affected Environment" subsection describes a detailed micro scale analysis that was performed. The DEIS should include further discussion of the mechanisms of the analysis that was utilized. For example if a model was utilized, then the name of the model should be provided along with the inputs into the model and how the model works.



Response: The heading in the DEIS may have been misleading. A detailed analysis was not performed for MSATs, but was performed for the intersection analysis. The **SDEIS Air Quality Technical Report** describes that the MOVES2014a model was used for the intersection analysis, as well as the sources from which the input factors were retrieved.

C.9. Noise

Summary of Comments: Eleven comments focused generally on the potential for noise increases during and after construction of the project. Some examples of these comments concerning noise impacts included:

- The reason people from the city come to our beloved Sussex County to vacation is to escape the city noises, loud roads and large overpasses.
- Those same people that purchase property and pay taxes here want to move away from the noise and the bypasses and stay with a simple way of life.
- I'm sure you would not want an interstate rising above your child's school while they are trying to study and learn and not be distracted by the noise of a highway.
- Noise disturbance during construction will negatively impact faunal species within the Doe Bridge Nature preserve. Noise disturbance will increase overall due to new traffic patterns.
- What would be the noise level from the road to my house?
- Plant trees to reduce highway noise along the highway at critical areas.

Response: The **DEIS Noise Technical Report** provides detailed analysis of the potential noise increases associated with each alternative. This analysis has been updated to address the SDEIS Preferred Alternative and is discussed in the **SDEIS Noise Technical Report** and summarized in **Section 3.8** of the **SDEIS**. The analysis describes the predicted future sound levels, identifies impacted locations, and discusses the requirements for considering noise mitigation. Current FHWA policy only considers impacts to humans; therefore, the potential impact to wildlife was not considered.

C.10. Hazardous Materials

Summary of Comments: Two comments questioned the implications of constructing in the vicinity of two cleanup programs near the Indian River Power Plant, as noted below.

- What are the hazardous waste implications of building across Indian River Power Plant's land?
- You choose a bridge site between two cleanup programs, one at Balastic, one at NRG. NRG leaks arsenic into the water supply.

Response: The SDEIS Preferred Alternative would not be constructed in the vicinity of the Indian River Power Plant land; therefore, there would be no implications. As discussed in **Section 3.9** of the **SDEIS**, the project is located within 600 feet of 31 identified hazardous materials sites, but based upon the available information, there is no evidence of environmental contamination that would render the project area unsuitable for development. As the project progresses through the design process, further investigations will occur.



C.11. Water Resources (Water Quality, Ponds, Wetlands, Streams, and Floodplains)

Summary of Comments: Twenty-five comments were received noting their concern for degradation of water quality due to the construction of new bridges, impacts associated with crossing Millsboro Pond and streams, and impacts to wetlands and floodplains. Following are some examples of the comments:

- There would not only be a bridge over Indian River but three pristine watersheds at Millsboro Pond, Pepper Creek and Vines Creek would be degraded by the construction of a highway. The number of wetlands taken is misleading since these watersheds would be totally disrupted.
- Pilings or other types of bridge supports or pond crossing fill may alter hydrology, including causing upstream portions of the pond to accrete sediment which may lead to changes in or loss of the open water habitat.
- We already have now have developments that flood each other's neighbors yards because of building up on property and I feel this road will take that and it will flood other people's properties in times of storms.
- My continued concerns are with wetlands / waterways and the detail and completeness of environmental impact studies.
- DNREC strongly suggests seeking mitigation opportunities within the same watershed where impacts occur. It should not be assumed that should a bank be available at the time of construction that its use will fulfil DNREC permitting requirements.
- EPA notes that the impacts to wetlands, streams, as well as rare, threatened and endangered species (RTE) habitat for the Blue Alternative are relatively significant. The Blue alternative has high impacts to wetlands (30.8 acres), streams (19,246 linear feet) and RTE species habitat (485 acres). Additionally, EPA requests that information be provided that would support the Least Environmentally Damaging Practicable Alternative (LEDPA) analysis required by Section 404 of the Clean Water Act, specifically Section 404(b)(1) guidelines, as well as further refinement and further details regarding compensatory mitigation. EPA also recommends that stormwater management measures be incorporated early in the design phase.

Response: In accordance with Executive Order 11990, *Protection of Wetlands*, wetlands and open waters were given special consideration in developing and evaluating the Recommended Preferred Alternative, and have been avoided where practical. Impacts have been reduced through inclusion of bridges in the project design to span sensitive wetland areas and streams. As discussed in **Section 3.10.5**, the mitigation strategy is currently being developed, however, the current approach would be to develop a permittee-responsible comprehensive mitigation plan to mitigate for impacts to wetlands and streams.

Delaware's Sediment and Stormwater Regulations are intended to minimize the amount of nonpoint source pollution that reaches waterways by utilizing BMPs and other acceptable stormwater management techniques as would be determined early in the design phase, as suggested by EPA. Some of these techniques that would be considered include installing sediment basins, ponds, or filter systems to filter runoff prior to its entering the water system.



The new roadway would be designed to minimize flooding by following the general guidelines for the design and construction of culverts and bridges listed in the National Flood Insurance Program. One potential concern with water crossings is fragmentation of fish habitat. Each crossing would be examined to ensure that the most appropriate method is used to maintain fish passage.

The SDEIS Preferred Alternative has substantially less impacts to wetlands, streams, and habitat as compared to the DEIS Preferred Alternative, as discussed in **Section 3.10.5** of the **SDEIS**. **Chapter 3** of the **SDEIS** compares the two alternatives throughout the chapter showing that the least environmentally damaging practicable alternative was selected as the SDEIS Preferred Alternative.

C.12. Vegetation and Wildlife, and Rare, Threatened, and Endangered Species

Four comments were concerned about potential impacts to rare, threatened or endangered species. Thirteen comments were concerned about wildlife or the potential for impact to the Doe Bridge Nature Preserve, with several suggesting that a roadway alignment through the preserve would be a better option than an alignment across Millsboro Pond. Following is a sampling of the comments:

- Invasive species are expected to take advantage of this natural area being disturbed by highway construction. It is expected that this will increase invasive species within the nature preserve due to its proximity. Once established, invasive plants and animals will degrade the nature preserve.
- All alternatives pass within 300 feet of a bald eagle nest that is south of Doe Bridge Nature Preserve and west of Millsboro Pond. U. S. Fish and Wildlife Service will need to be consulted regarding activities near this nest. DelDOT should also take into consideration that planning construction close to known eagle nesting habitat increases the likelihood of additional issues regarding eagles (i.e., new nests occurring in the construction zone) may arise as construction plans are implemented. Surveys for rare species should be conducted within these area prior to construction,
- Throughout the planning process, DNREC officials have strongly advocated for avoiding direct and indirect impacts to the Doe Bridge Nature Preserve. The Doe Bridge Nature Preserve is one of the most spectacular and distinctive environments within our state. The juxtaposition of a variety of uncommon and unique habitat types occurring together is significant and results in a highly diverse flora and fauna. The proximity of the bypass to the preserve and the resulting habitat fragmentation, noise and air quality impacts, are a significant concern and I urge DelDOT to consider an alternate west to east corridor or improvements to existing roads to ease traffic congestion in Millsboro.
- We were told by DNREC and some of the federal agencies that there is 181 acres of pristine land back there in this Doe Bridge Nature Preserve. So we met about an hour ago and we are going to ask again that DelDOT and their state agencies work with our federal agencies to go back and revisit that. I think they are doing some of these in other parts of the country. If you go down in Florida, they are building roads through swamps and everywhere every day. I think we can do it here in Delaware.



Response: As described in **Section 3.10.7** of the **SDEIS**, DelDOT coordinated with DNREC to develop an alignment that would minimize impacts to the Doe Bridge Nature Preserve. Following DNREC's guidance, the alignment has been shifted south to cross Millsboro Pond instead of the Nature Preserve. Since the main alignment of the SR 24 Connector would be located at least 500 feet from the southern border of the Doe Bridge Nature Preserve, impacts would be minimized. DelDOT is committed to on-going coordination with the Office of Nature Preserves within DNREC.

Section 3.10.8 of the **DEIS** and the **SDEIS** describe measures to promote acceptable conditions for Bald Eagles during the construction period and notes that consultation with the USFWS and DNREC will be required prior to construction to determine the exact location and extent of the buffers around existing eagle nests and any further site-specific restrictions.

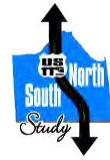
Surveys have already been conducted for the federal-threatened swamp pink, with a commitment to perform additional surveys prior to construction. If an occurrence of swamp pink is found, Section 7 consultation with the USFWS would be initiated.

As discussed in Section 3.10.7 of the SDEIS, The Delaware Department of Agriculture (DDA) designates four plant species as noxious weeds: Canada thistle (*Cirsium arvense*), Burcucumber (*Sicyos angulatus*), giant ragweed (*Ambrosia trifida*), and Johnsongrass (*Sorghum halapense*). It is unlawful to allow noxious weed species to flower, exceed 24 inches in height, or to transport their seeds within state borders. DDA administers a Seed Law, which allows the state to sample, inspect, and analyze seed transported within its borders for noxious weed seed. Seed mixes, fertilizer, and soil conditioners must meet state seed standards and construction material brought from an outside source will need to be free of invasive plant material. When practicable, disturbed soils would be covered with native vegetation or mulch to limit the spread of invasive species.

C.13. Climate Change

Summary of Comments: One comment from EPA noted that in Section 3.11 (Climate Change), the DEIS should provide an analysis regarding the impacts of GHG emissions for this project. We recommend the analysis should consider the February 18, 2010 Council for Environmental Quality memorandum to federal facilities, from Nancy H. Sutley, Chair, CEQ regarding "Draft NEPA Guidance On Consideration Of The Effects Of Climate Change And Greenhouse Gas Emissions."

Response: Since the CEQ guidance was just finalized, the text has been revised to reference the CEQ Guidance from 2016. The following text has been added to Section 3.11: "Climate change is a critical national and global concern. Human activity is changing the earth's climate by causing the buildup of heat-trapping greenhouse gas (GHG) emissions through the burning of fossil fuels and other activities. Recent guidance from the Council on Environmental Quality (CEQ) recommends that a qualitative analysis should be conducted when a quantitative analysis is not "reasonably available" (CEQ, 2016). Additionally, use of the projected GHG emissions for the alternatives evaluated, combined with the qualitative analysis helps to provide a more clear analysis. These steps provide a basis to choose the appropriate alternative and mitigation measures while still maintaining the scientific basis of the NEPA process (CEQ, 2016).



Traffic volumes on existing US 113 throughout the study area are projected to increase under the No-build Alternative resulting in increased congestion, which is associated with higher GHG emissions. The SDEIS Preferred Alternative provides an additional lane in each direction along US 113 for approximately 2.8 miles increasing the capacity and improving the traffic flow. The widening of US 113, combined with the SR 24 Connector, would reduce congestion and accommodate the 2040 design year traffic projections.”

C.14. Secondary and Cumulative Effects

Summary of Comments: Twenty-four comments were received on the potential for secondary and cumulative effects. The comments focused on the indirect economic impacts that may occur from diverting traffic away from Route 113 and the potential for development along the new corridor away from the established towns, causing further sprawl. Some examples of comments regarding indirect effects and cumulative impacts are listed below:

- The businesses already located along the Route 113 corridor, including many newly established businesses and commercial properties between Millsboro and Selbyville, would likewise be decimated by this proposed highway, their regular customers re-routed onto a limited-access highway that doesn't even pass by in eyeshot of these businesses that rely on highway level traffic in order to continue to exist and thrive. Unplanned stops at these businesses would essentially cease in their entirety. Frankford would now be entirely located west of the highway -- less desirable for residents and, as a result, for property buyers, which would decimate the property values of a town where new life has only recently begun to take root after decades of downtimes.
- There is an irony in all this development. As Malcolm Gladwell wrote, there is a tipping point, where the more growth you cause the more you sacrifice the quality of life that caused that growth in the first place. Soon this will be like New Castle County.
- The bypass would further fragment an already fragile economic situation and promote growth in areas that are not adjacent to existing towns. Going into virgin areas with massive road projects creates a host of secondary effects that have not be taken into account.
- The Blue Route impacts the Frankford/Dagsboro Sanitary Sewer district. This could have severe impacts on the future expansion of the district.
- Preventable measures should be taken in order to: Maintain the “small town” feel of local towns; Protect quality farmland that give the area its rural feel; Restrict growth to towns; Improve the landscape design of the highway. These measures can be achieved by: practicing cluster development planning to reduce the effects of suburban sprawl; Adopting urban growth boundaries for Millsboro and Dagsboro; Creating a future land use map for Sussex County.

Response: The SDEIS Preferred Alternative would improve US 113, with only minor changes to access, along with an SR 24 Connector bypassing Millsboro. The secondary effects associated with the SDEIS Preferred Alternative would be much less than those associated with the alternatives evaluated in the DEIS. As described in **Section 3.17**, secondary effects may include changes in the location and timing or rate of planned development within the SCEA boundary. Development is already planned in the area and would occur with or without this project.



However, the SDEIS Preferred Alternative may directly facilitate development as access is improved and mobility is expanded.

Future land use within the SCEA boundary would be primarily influenced by the recommendations of the current comprehensive plans, land use plans, and zoning and by state planning initiatives. The comprehensive plans within the SCEA boundary for Sussex County, Worcester County, Selbyville, Dagsboro, Frankford, Millsboro, Georgetown, and other communities along the US 113 corridor include recommendations for growth and zoning for future development. The improved transportation network may result in future zoning change requests for higher density developments in areas not currently zoned for such development.

D. Millsboro Pond

Eleven comments focused on the effect to riparian habitat and users of Millsboro Pond. Following are examples of the comments:

- The negative impact of a bridge across Millsboro Pond are almost too numerous to list, but I cannot believe that DelDOT would consider putting a bridge over a pond that has been preserved for so many years. You try to put a dock on the pond and you are told you can't, but now you want to put a bridge over it. That pond has provided recreation and a natural habitat for many, many years. We should be encouraged to save it, not destroy it and that is what would happen.
- A two or four lane highway over the northern portion of the Millsboro Pond will fragment riparian habitat leading up to the pond and degrade the outdoor experience of recreational anglers, paddlers, boatmen or others enjoying the area.
- The alignments span the pond and connect to Route 30/Gravel Hill Road in the vicinity of a public boat ramp owned and operated by DNREC. It is unclear if this amenity will be impacted temporarily during construction, or permanently, thereby requiring relocation.

Response: As discussed above in Section C.11 and in **Section 3.10.7** of the **SDEIS**, DelDOT has coordinated with DNREC to develop an alignment that would minimize impacts to the Doe Bridge Nature Preserve. Following DNREC's guidance, the alignment has been shifted south to cross Millsboro Pond instead of the Nature Preserve. Although this does impact the pond, DNREC determined that crossing the pond would be less impactful to natural resources within the area than crossing the preserve. Fishing and boating are the prime activities of Millsboro Pond, with access provided via a boat ramp off of SR 30. The access would not be affected by the project.

E. Public Outreach

Twenty comments focused on public involvement and outreach. Many were concerned that notice of the project and the meetings were not shared with all impacted property owners/renters, and several others wanted to be updated as the project moved forward. Following is a sample of the comments:

- Individual property owners in the area proposed for the new highway have not been directly notified in a timely manner that their properties may be targeted for such use despite repeated assurances that this would happen. This lack of notification, plus limited media exposure, has caused these property owners to be unaware of these plans and kept them



from participating in the public input meetings that have been conducted.

- Request a collective meeting regarding the proposed Blue Route for the RT 113 Bypass. I am outraged at the lack of attention and/or consideration given to the input by the elected officials and citizens of the areas most affected by this proposal. I am requesting a meeting with Secretary of DNREC, Collin O'Mara; Secretary of DelDOT, Shailen Bhatt; a representative from Governor Markell's office; a representative of the Town of Millsboro Town Council, and Sussex County Representatives and Senators – especially Senators Venables, Pettyjohn and myself, as well as Representatives Gray, Briggs-King, and Adkins. Given the widespread opposition to DelDOT's proposals we believe that the best thing for all concerned is to reopen the planning process in such a way as to involve as many stakeholders as possible. We will look forward to working with you and other interested parties to find solutions to these problems that best serve the needs of our area.
- I'm sure you are both receiving a lot of phone calls on the proposed 2 year delay to the overpass in Milford. Can you explain to me why it is being delayed so I can relay that information?
- If you look at the Draft Environmental Impact Statement, the DEIS, DelDOT threw out 522 signatures on one petition and 118 on another petition opposing the project because they were not directly affected. You could live 100 feet from this bypass, not be directly affected and DelDOT threw out your petition signature in the last round. How is this public comment?
- It has kind of been swept under the rug for the last three years and all of a sudden this whole project has resurfaced again without letting anyone know. Some of the poor neighborhoods on the other side of Frankford, the minority groups, have no idea you guys are doing this. They don't have access to the internet, and the next thing they know, you're going to take their homes away.
- When I was on the working group, I requested that flyers be sent out to everybody who may be affected. That didn't happen. The only time anybody has gotten any information is last Friday and Saturday to alert them to this hearing tonight, out of ten years of study. They said they've had all these public workshops, but when I requested that people be notified before the workshops, I was told that we're not going to notify people until we decide where we want to go with the road because we don't want to unduly alarm them.

Response: Chapter 5 of the DEIS and Chapter 4 of the SDEIS provide details of the many public outreach efforts organized since 2003. A 25-person Working Group was organized to provide input to DelDOT. The group met 17 times between February 2004 and June 2007. The group consisted of town officials and other representatives from Millsboro, Frankford, and Selbyville, as well as one farmer, agency representatives, and local businesses and industries, including the Delaware Small Business Center and the Nanticoke Indian Association.

Twelve public workshops, one Open House, and two Public Hearings were held between October 2003 and September 2015 with a total attendance of 1,400 persons. These events were announced in local newspapers and over 1,000 persons were individually notified about the workshops and the Open House in advance. A variety of techniques and media were used to convey information, including the video "The Time to Act is Now", large maps on an aerial photograph format base, and presentations. Project team members were available to speak to citizens and answer questions.



In addition, comment forms were available at each event. Comments were summarized and entered into the public record. The information provided by the public was helpful in developing the alternatives and identifying the SDEIS Preferred Alternative.

More than 50 meetings were held with individual property owners, business associations, and community groups. The project team met with owners of historic properties, businesses, churches, and farms located along the build alternatives. DelDOT representatives met with other groups, including the Millsboro Chamber of Commerce, Dagsboro Church of God, Polly Branch Community, Ruritan Clubs, and Mountaire Farms. The purpose of these meetings was to keep the community informed and obtain their views as the study progressed.

A mailing list evolved during the project, and over 8,200 residents and businesses were individually notified of the last Public Workshop. The mailing list included everyone who attended a Working Group meeting, Public Workshop, or the Open House, or who contacted DelDOT or the Project Team. People who live near the build alternative were also included. Before each Public Workshop, an announcement was sent to people on the mailing list, notifying them of the purpose, subject matter, time, and location of the workshop. A legal Public Notice was placed in newspapers serving the study area. Additionally, an FYI was put in the papers as an attractive “reader friendly” advertisement located outside the classified sections. The FYI and Public Notice appeared in the *News Journal – Kent and Sussex Edition*, *Sussex Countian*, and *Sussex Post*. Upcoming workshops were mentioned on the radio as well as the project web site and window posters were placed in popular pedestrian travel locations in the study area. The posters were also produced in Spanish to meet the needs of the Hispanic community, and a Spanish interpreter was present at the Public Workshops. Additionally, DelDOT issued a press release in September 2011 to announce the progress on the US 113 Project. This press release noted that DelDOT anticipated completing the DEIS for the Millsboro-South segment, submitting the DEIS to FHWA for review and comment, then presenting the DEIS to the public for comment.

A project web site (<http://www.deldot.gov/information/projects/us113/>) has been operational since August 2003. Maps and key information were updated frequently. Comment forms could be obtained and submitted via the web site. While accessed throughout the study period, the web site was more active during the periods before and after Public Workshops. The web site has had over two million hits since 2003, including 3,877 views in 2014 and 11,664 in 2015. The website was last updated following the October 2015 workshop in Millsboro.

As described in **Chapter 5** of the **DEIS** and **Chapter 4** of the **SDEIS**, two petitions were received that expressed opposition to the project. One petition, signed by 542 people, opposed the Blue Alternative in the Millsboro-South Area and recommended adding lanes to existing US 113, additional lanes on Route 1, an elevated highway over Route 1 in bottleneck areas, and improvements to and use of existing roads to by-pass the Town of Millsboro. A second petition, signed by 137 people, was submitted opposing any plan in the Frankford/Selbyville area. While the public’s opinion was taken into account during the study, DelDOT found that the majority of the signatories did not either reside within the study area or would not be directly affected by the project. As such, DelDOT made an effort to reach out to those individuals that signed the petition that did reside within the study area or would be directly affected by the project.



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Robert H. Bryan Mayor Town of Millsboro	In Favor of Bypass Around Millsboro, Evacuation	Letter	<p>Ten years and a new road is still being debated. When the North/South study began a committee was formed to make tough decisions and recommendations for the future of Sussex County and the state of Delaware. The final vote was taken and there was a clear majority voting for a new route east of 113.</p> <p>If the only logic used was that the state should not build a road in convenience of tourism, I can see why there would be a negative opinion. But when you see disasters worldwide in the news, it becomes clearer that if there is a way to prepare, we should make plans. Part of the plan is to include additional roads. The cars that would use these roads include not only visitors, but also residents of Delaware that travel to and from work, visit family and friends. We hear of disasters on the news more frequently than we care to. Can we do anything less than try to avoid one from our state. We have seen current roads turn into parking lots and current traffic. What will it be years to come?</p> <p>If there was to be a situation that blocks traffic such as an accident, and cars are unable to pass what is everyone to do? Emergency service vehicles would not be able to get to the scene of the accident to clear obstructions and be of any medical assistance.</p> <p>“On alignment” or “do nothing” is not planning for Delaware’s future. The committee reviewed the data objectively and only asks legislators to do the same. Tough decisions have to be made, no they are not easy ones, but we ask if you could remove personal feelings from the decision making process what do you feel the best advice would be? If you were to visit another state and looked at the same traffic situation that Delaware is facing what would your recommendation be?</p> <p>We are not asking for the easy answers but one that will see Delaware into the future. If land availability is difficult now, 20 years from now it will be impossible. Millsboro and Dagsboro also are faced with additional traffic problems east and west as well as north and south. The only answer for relief will be to have new roads and to go around both towns to the east. This will make north, south, east and west travel safer for everyone. We ask that the state plan for the future as well as for the “now”.</p>
Dagsboro Town Council (Patti Adams, Mayor, Norwood Truitt, Vice-Mayor, Cathy Flowers, Sec/Treas, Brad Conner, John Hansken)	Oppose Blue Route, Farmland Impacts, Property Taking	Letter	<p>The Dagsboro Town Council would like to submit this letter into evidence as our formal opposition to the proposed DelDOT US 113 North / South Study, commonly referred to as the “Blue Route”. A project of this magnitude will impact the town and the surrounding areas in a negative manner. The large amount of farmland required to construct the “blue route” would be cost prohibitive. The vast majority of farmers affected are totally opposed to selling their land and putting them out of business. Many of these farms have been handed down from generation to generation. Remember, the agricultural industry is still the leading economic business in Sussex County! Therefore, the negative impact of the “Blue Route” on the local economy would be drastic. For these reasons the “on-alignment” option is the only choice for the Dagsboro region.</p> <p>We thank you in advance for your consideration in this matter, and if we can be of any assistance, please feel free to contact our office.</p>



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Frankford Town Council (Jesse Truitt, Pres., Joanne Bacon, V. Pres., Cheryl Workman, Sec/Treasurer, Charles Shelton, Pamela Davis)	Oppose Blue Route, In Favor of Improvements to Route 113	Letter	Please accept this letter into evidence that the Town Council for the Town of Frankford does not support the DelDOT Route 113 Eastern Bypass Project commonly referred to as the “Blue Route.” A project of this magnitude will greatly impact the Town and its surrounding areas in a negative manner. The Town serves three (3) schools, four (4) churches and over 702 residential properties just within our 2.24 miles Town limits. In closing, we feel as though every measure should be taken to keep the current 113 Dupont Highway on alignment and utilize the existing areas/medians and right of ways to address future expansion if warranted.
Gerald Hocker Senator, 20 th District	Oppose Blue Route, Public Outreach	Letter	I would like to submit, for public record, my adamant request for a collective meeting regarding the proposed Blue Route for the RT 113 Bypass – as it pertains to the areas south of Georgetown, Delaware. I have been in several meetings since the inception of this project and I am outraged at the lack of attention and/or consideration given to the input by the elected officials and citizens of the areas most affected by this proposal. There have been several very viable solutions to this issue and I feel very strongly that it is time to come together in a meeting to discuss these alternatives. When you have an overwhelming majority of residents opposed to the present plan and only four (out of five) town officials in favor there needs to be a reexamination of the plan. We are all in agreement that something needs to be done to address the traffic issues that plague RT 113, especially in the summertime. We need to take the time and look at the larger picture of the East/West flow and not just the North/South flow. Doing nothing is not solving the problem; however, the current plan places many private land owners in jeopardy and even proposes to decimate an entire family farm that has been producing poultry and other products for over six generations. I am requesting a meeting with Secretary of DNREC, Collin O’Mara; Secretary of DelDOT, Shailen Bhatt; a representative from Governor Markell’s office; a representative of the Town of Millsboro Town Council, and Sussex County Representatives and Senators – especially Senators Venables, Pettyjohn and myself, as well as Representatives Gray, Briggs-King, and Adkins. I am submitting this for public record as well as sending, as an invitation, to have this meeting and have this expeditiously scheduled.
Sussex Legislators (Robert L. Venables, Sr., Gerald W. Hocker, Brian G. Pettyjohn, John C. Atkins, Ruth Briggs King, Ronald E. Gray)	Oppose Blue Route, Farmland Impacts, Property Taking, Water Resources, In Favor of Improvements to Route 113, Public	Letter	As we are all aware, the transportation system in and around the Town of Millsboro is in serious need of improvement to ease the present traffic congestion problems. The question is, of course, how best to carry out these improvements in such a way to deal with the existing problems without creating other kinds of problems as bad or worse. The message we came away with from the recent public hearings at the Millsboro Town Hall and the Selbyville Fire Hall is that a considerable majority of the public who turned out to express their opinions at the two hearings strongly oppose DelDOT’s proposed alternative, the so-called “blue route” around the east side of Millsboro, and we have to say that we are in agreement with their position. While we are sympathetic to the town’s desire to get something done as quickly as possible, we cannot support the alternative recommended by DelDOT. Among other things, it would have major undesirable environmental impacts on Millsboro Pond the upper Indian River, Pepper’s Creek and Vines Creek. It would have an equally



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	Outreach, Nature Preserve		<p>negative impact on some of southeastern Sussex County's most productive farmland and would, we believe, unnecessarily impact numerous homeowners in the area.</p> <p>When similar situations arose with proposed bypasses in the Milford and Georgetown areas in past years, the plans put forward by DelDOT were ultimately scrapped in favor of alternatives that largely utilized the existing alignments. We believe that a similar approach can work to ease north-south traffic congestion through Millsboro and points south.</p> <p>It is equally obvious that an east-west Route 24 relief route is also much needed. However, again we believe that the specific proposal being put forth by DelDOT can be improved upon. Several alternate routes have been suggested which, we believe, can be constructed successfully with minimal adverse impact to the Doe Bridge Wildlife Area while successfully avoiding all or nearly all residential properties,. We realize that one reason for DelDOT's support for the so-called "blue route" is their understandable desire to maximize federal funding for the overall project by making the Route 24 relief route an integral part of a U. S. north-south bypass. But we feel that the highest priority must be to find a solution to the problem that best meets the needs of the area while minimizing negative impacts. Once that solution has been established with the help of local citizens, we can work on how best to fund the work.</p> <p>Given the widespread opposition to DelDOT's proposals we believe that the best thing for all concerned is to reopen the planning process in such a way as to involve as many stakeholders as possible. We will look forward to working with you and other interested parties to find solutions to these problems that best serve the needs of our area.</p>
Bonnie L Woods on behalf of Robert L. Venable, Sr., Senator	Oppose Blue Route, Public Outreach	Email	Senator Venable is in agreement with Senator Hocker's letter and feels it explains precisely the feelings of those constituents effected. He would attend such a meeting as requested by the Honorable Senator.
Submitted by Drew Slater on behalf of the Office of Congressman John Carney	Public Outreach	Email	I'm sure you are both receiving a lot of phone calls on the proposed 2 year delay to the overpass in Milford. Can you explain to me why it is being delayed so I can relay that information? I understand that DelDOT is doing a study to make sure it's the most cost effective way but I didn't know if that was the 2 year delay or if it was moved down the priority list regardless.
Representative John Atkins	Oppose Blue Route; In Favor of mproving Route 113, Farmland Impacts, Property Taking, Water Resources,	Public Hearing 9/18	<p>I want to welcome everybody here. As he said, I'd like for everybody to be respectful. I am just speaking on behalf of Senator Hocker, myself, Senator Venables and I did see Representative Ruth Brigs King here. Just to give an update of how we got here so far. Back in around 2000 before Senator Hocker and myself and Ruth Brigs King, Representative King were elected, Senator Bunting put in a resolution for a north/south study, and I don't think he ever dreamed it was going to evolve into this monster, but this is where we are. I know a lot of you, well, all of you in here are my constituents and I just want to put it on the line where I stand on this publicly. I'm not for taking anybody's farm, anybody's house. I'm not going to support any of these routes. We met about an hour ago on Route 30 with a group of about 30 concerned citizens about the actual bridge that comes across the pond. I think that will diminish Millsboro, diminish what the pond is. It has been my</p>



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	Modification to Alternative, Nature Preserve		<p>recommendation for the last ten years that we move this about a mile north on 113. If you look at that area on the map, everything from 113, the fields, then you have the school which is owned by the state, then you have the Stokely Center which is owned by the state and the Doe Bridge Nature Preserve which is also owned by the state, and then you adjoin to Mount Air. Mount Air would like to see this obviously to get their trucks through town a little quicker, which is understandable. I would say the taxpayers, hundreds, hundreds of millions of dollars if we didn't have to acquire land, it wouldn't upset anybody's home or anybody's farm. We were told by DNREC and some of the federal agencies that there is 181 acres of pristine land back there in this Doe Bridge Nature Preserve. So we met about an hour ago and we are going to ask again that DelDOT and their state agencies work with our federal agencies to go back and revisit that. I think they are doing some of these in other parts of the country. If you go down in Florida, they are building roads through swamps and everywhere every day. I think we can do it here in Delaware. That's my first option. The second option that I support, I'm speaking for the other four legislators, is on 113, a third lane both north and south and I'd like to see access to our businesses so they can still thrive on the highway. They are doing it on Route 1. I know it's not perfect, but I think, we don't have the traffic volume here, but I think we can do it here also. That's my position and I think some of the other legislators are going to speak later on. We have met with Governor about three years ago in his office and I'm speaking for every Senator and Representative from Sussex County, both Republican and Democrat. There was not one of us that supported anything going across the Millsboro Pond. I think now we are going to try to sit down in the next couple of weeks, I know Representative Hocker had mentioned it last week in a meeting with DelDOT that maybe it's time we sit back down with the Secretary of DelDOT and try to hammer that point home again that a lot of us aren't happy with the taking of private property and farms. Thank you.</p>
Tim Hodges, Councilman	In Favor of Bypass around Millsboro	Public Hearing 9/18	<p>Folks, I'm not a public speaker, so please forgive me if I stumble. I just want to take a couple of minutes of your time. I heard about the meeting in Dagsboro and I would like to take this opportunity to tell you my opinion. I have lived in Millsboro for 23 years, my wife was born and raised here. I love Millsboro just as she does and I think all of you do, and the whole area. I work here, I travel Route 24, I travel Route 113. I know some of you who this will go through your property and take your land and come near your homes and change the view that you have on your own from your home and from your property. For me, I like to study things, I like to weigh things. I like to compare. What it has come down to for me is that Millsboro in particular and this area needs a better way to get through town, through Millsboro, down Route 113. Personally I think that our biggest issue is Route 24 getting through Millsboro. More so than Route 113. Route 113 though if you come through Millsboro Thursday afternoon, Friday afternoon, Saturday, Sunday during the summertime, it becomes a parking lot, too. However, throughout the year, Route 24 is like that. Shall I say rush hour? You know? Eight to ten, four to six. Route 24 is not fun to go through. When I was coming through at the end of the day on Friday, the bumper to bumper traffic, and I came to a stop, the other side of Hollyville Road, that's not so uncommon these days. We need a solution. If I was in your shoes, would I be happy about losing my home? No, I wouldn't. However, please keep in mind that this is not where the state is going to come take your home</p>



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			and you are out on the street. There is a process that the state will go through and pay you for your home. So my view is that we need something. This is the only solution that is on the table. It is the only viable solution. I know there is a lot of ideas around, but this is the only one on the table. I see my time is almost up. I think that this is the way to go. Without this, it's going to be another 20 years before anything else is on the table. If we don't do this, the traffic is going to be doubled are the estimates in 15 to 20 years. What are we going to do then, folks? I think planning ahead is the right way to go. Ten, 15 years from now to get at least a portion of it is the right way to go for today. Thank you for listening to me.
John Thoroughgood Councilman	In Favor of Blue Route, Evacuation, In Favor of Bypass around Millsboro	Public Hearing 9/18	<p>I am the Vice Mayor of the Town of Millsboro. The Mayor couldn't be here tonight. I am representing the Town of Millsboro and the Town Council. Ten years ago I sat on this committee and it was overwhelming that the blue route was the best route to go. It is still being debated now for ten years. We haven't started doing nothing yet but talk about it.</p> <p>When the north/south study began, the committee was formed to make decisions, recommendations of the future Sussex County and State of Delaware. The final vote was taken and there was a clear majority voting for the new East 113. If the only logic used was that the state should not build a road in convenience of tourism, I can see why there would be a negative opinion. But when you see disasters worldwide in the news, it becomes clear that if there is a way to prepare, we should make plans. Part of the plan is to include additional roads. The cars that would use these roads include not only visitors, but locals alike. Delawareans travel to and from to visit family and friends, we hear about the disasters on the news more frequent than we care to. Can we do anything less than try to avoid a state disaster? We have seen current roads turn into parking lots and current traffic. What will it be years to come? If there was a situation that blocks traffic such as an accident, cars unable to pass, what is everyone to do? Emergency service vehicles would not get to the scene of the accident to clear obstructions and be of any medical assistance. –or do nothing is not planning for Delaware's future. The committee reviewed the data objectively and only asks legislators to do the same. Tough decisions have to be made. No, they are not easy ones, but we ask if you can remove personal feelings from the decision making process. What do you feel the best advice would be? If we were to visit another state and see a traffic problem like the one Delaware is facing, what would our recommendation be? We are not asking for easy answers, but one that will see Delaware into the future. If land availability is difficult now, 20 years from now it will be next to impossible. Millsboro faces additional traffic problems east and west as well as north and south. The only answer for relief is to have new roads and to go around both towns. The east, that will make north, south, east, west travel safer for everyone. We ask that the state plan for the future as well as for now. I will testify that I have been playing around with this traffic and I left jersey Road and it took me five minutes to get from Jersey Road across 15 feet of roadway to come into town, and once I got in town yesterday, it took me 25 minutes from Hollybille Road to BJ's parking lot, and that was yesterday at 3:30. Thank you.</p>
Councilman Vance Phillips	Oppose Blue Route, Cost, Water	Public Hearing 9/18	I remember what seemed like ten years ago when these working groups first started and I decided to come to one of the meetings early. It seemed like right from the very beginning this was simply an exercise to keep government bureaucrats employed. I looked at what they were talking about the notion that they were going to



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	Resources, Farmland Impacts, Land Use		build all these bridges over our pristine bays and wetlands. They say \$800 million. You know how that goes. This is going to be a \$2 billion fiasco before it's over if they do what they are suggesting. We don't have \$2 billion to spend. I think it is a mistake. I think that our small communities, our farms, our environment, certainly can't stand it. I think something has to be done. I'm not maybe smart enough to figure it out. But the people I believe has spoken and I think that they should be heard. If I ever gave DelDOT the impression that I support this, I will make it clear now that I do not support this. Thank you.
Gerald Hocker Senator, 20 th District	Oppose Blue Route, In Favor of Bypass around Millsboro	Public Hearing 9/18	<p>While I have been listening tonight, I wanted to listen before I said anything. You know, Representative Atkins gave you a little bit of history about Senator Bunting's resolution.</p> <p>Well, I talk to Senator Bunting quite often and I can tell you he is not in favor of what the preferred route is, but I put in a resolution two years after his. His was a north/south study, mine was an east/west study. And I felt it was more important to do the east/west route prior to the north/south. I'm talking about 54, 26, and 24. Well, 54 is completed. 26 is going to be and 24 is in the planning stages. The most urgent need of this project that we're here about tonight is the area right in the Millsboro area. I am hearing both sides. The side that needs it, the side that says they don't want it. Well, I feel that doing nothing is not the right thing to do. But I feel it should be done the right way listening to the people that drive it, are involved, own the property and have been doing that. We have listened. We had people from the town of Millsboro, Dick Carter you all know has lived here all of his life, Senator Corbrey, several others, come up with a route that affected very little people, did the job, and I feel everybody would be in favor of it if we could just get DelDOT and our state to listen to the people that live here. When we were called to the Governor's office, Representative Atkins, Representative Ruth Brigs King, Senator Venables, he sort of thought that none of us were on the same page and that we didn't know what we wanted. We knew what we wanted. The administration and DelDOT did not. We instructed them to what we wanted and made it very clear that if they didn't do what we asked them to do, there would be no funding. Senator Bunting chairs the bond bill. I sit on the bond bill. They stopped the funding for the Millford area because they wanted to listen to those people in Millford. We can do the same here, but we want to get them on our page and the majority of people that I have heard tonight talking to them tonight, the legislators, want it moved north. North with the land that the state owns, land that Mount Air has agreed to give them. Mount Air is on board with that route, we are on board with that route. Why aren't we getting to that route? I will tell you that as long as I am in the General Assembly, I will fight to make sure that something is done, that something is done at the wishes of the people. Thanks.</p>
Councilman Greg Hastings	Traffic	Public Hearing 9/18	I'm Councilman here in Millsboro and I just want to make a point and comment. Wearing my Councilman hat tonight and I have intently listened to all the comments. I know there is passion, there is emotion and I respect each and every one where you sit and stand on this position. Indulge me for a minute. I'd like to just if you will, raise your hand. Everyone that's affected by traffic every day coming through Millsboro 24, if you have to travel 24, go through the town, directly impacted by the backup, would you raise your hand, please? I'd like to see who is impacted that's here that's representing that. Your personal affect. Thank you. Where we are coming from, from the town, and I don't want to speak for other Councilmen, but it is unfortunate that we find



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			<p>ourselves today in this position with this package, this option because many of you look at it and have vested interest, personal interest. The town has another completely, and coming from a completely different interest, and that's the traffic, expansion and safety. Wearing that Councilman hat, I have to stand here and tell you that it is a major concern of ours. When you look at us, Sussex County, geographically, Millsboro is the only town that's really divided by water. There is only one really strong way, I'm not going to say the only way, but the one strong major route to get from one side of the east/west and that's 24. We are divided, we are split. We need to do something about it, folks. I would challenge our representatives, Senator Hocker, because I stand here today looking at the package. I understand from DelDOT in what I've learned tonight that it is somewhat all or nothing, that where we are in the time line, as I said, it's unfortunate we are in this time line. They have 10 years, 8 to 10 years invested in what they have done, the studies and where we are. But if we drop this and take another route, we lose that 10 years and have to start all over. So I challenge the representatives to put the task to DelDOT that if we can create another alternative and fast track another route that's better and catch up where we really should be in the time line, then the town of Millsboro would be happy. So may I ask you guys if that's your position, I challenge you. If that is the direction that this party, this public wishes to go, I put that challenge before you. Thanks</p>
Faye Lingo, Millsboro Town Manager	Evacuation, Community Facilities	Public Hearing 9/18, Private Testimony	<p>I'm the Town Manager for the Town of Millsboro, but I also live in Millsboro at 231 Laurel Road. I was also on the committee back in '06, '07, whatever, when we did the original study and we at that time recommended the blue route. We still recommend the blue route. The vote taken at that time in that room if I remember right was unanimous with the exception of two votes and we were very careful at that time to be sure each town had what they wanted. Since then councils have changed and opinions have changed, but the blue route was the preferred route. Some of the reasons were just because in emergency situations we feel there is new roads needed. Right now, especially in the peak traffic months, you have if there is an incident on Route 1 whether it be the route under water or bridge out or an accident that would tie it up, it steers all the traffic out to Route 26 and emergency vehicles could not get to anybody that was in distress. A new route would give another means for people to get off the beach in an emergency situation whether it be a storm or a hazard or water or flooding or whatever. Don't want to be one of those disasters you read about in the paper. I believe some people have even said from other towns that they don't have traffic issues and at the same time I get phone calls from people who say it takes them 45 minutes to get from Selbyville to Millsboro. To me, that is a traffic issue and it is not all about just the tourists because if that is what someone is using as an argument, then yeah, most people don't care about the tourists. But it's not about the tourists. It is about them, their families, their residents, their friends, who need to be able to get back and forth and the only way they can do it is with a new road. The existing roads can't be improved. Heaven forbid you'd put on alignment through Millsboro and widen that. That would kill Millsboro which is my heart. I would like if anybody was given the task and they were sent to another state and they were studying this traffic situation and they said come up with a solution. This is what you have, these are numbers, these are the roads you have to work with, what would your solution be? I would bet that nearly everyone would come away with recommending a new road. They wouldn't</p>



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			suggest widening roads or putting shoulders in or anything. They would say we need a new dual highway. That state would need a new dual highway. What makes it difficult is because we all do know one another, there is families, friends properties involved. But we let legislators make the hard decisions and that's their job. So we ask that they do it and do it not for Millsboro, not for Dagsboro, not for Frankford and not for the tourists, but they do it for Sussex County and they do it for the State of Delaware. Hopefully you can understand what I'm saying because it's obvious I'm emotional. So thank you.
Patti Adams, Mayor, Dagsboro Town Council	Oppose Blue Route, In Favor of Improvements to Route 113, Farmland Impacts	Public Hearing 9/18, Private Testimony	This letter is from the Town Council of which I am the Mayor of the Town. To whom it may concern, the Dagsboro Town Council would like to submit this letter into evidence as our formal opposition to the proposed DelDOT US 113 North / South Study, commonly referred to as the "Blue Route". A project of this magnitude will impact the town and the surrounding areas in a negative manner. The large amount of farmland required to construct the "blue route" would be cost prohibitive. The vast majority of farmers affected are totally opposed to selling their land and putting them out of business. Many of these farms have been handed down from generation to generation. Remember, the agricultural industry is still the leading economic business in Sussex County! Therefore, the negative impact of the "Blue Route" on the local economy would be drastic. For these reasons the "on-alignment" option is the only choice for the Dagsboro region. We thank you in advance for your consideration in this matter, and if we can be of any assistance, please feel free to contact our office. That would be the Dagsboro Town Hall at 33134 Main Street, P.O. Box 420, Dagsboro, Delaware 19939 or you can call us at 302-732-3777. Thank you.
Representative John Atkins	Oppose Blue Route; In Favor of Improving Route 113, Farmland Impacts, Property Taking, Water Resources, Modification to Alternative, Nature Preserve	Public Hearing 9/19	This all started from a resolution from a former Senator in 2002 before senator Hocker and I were elected to look at a feasibility study of moving the traffic north and south, We have spoken to Senator Hocker who said he had no idea that it was to turn into this bureaucracy and monster that it has turned into. I that I want to be on record that I do not support the bypass in its current form. About ten years ago I asked DelDOT and DNREC to move the Millsboro section further north around the Stokely area where the state already owns the property from 113 all the way through the high school, the Stokely Center and the Doe Bridge nature preserve which would save the Delaware taxpayers hundreds of millions of dollars by not having to purchase the land acquisition and all that. We have since found out that DNREC is saying that 180 acres back there is an endangered butterfly and a plant that we have been told, and I want to see the paperwork that this plant is the only place in Millsboro, Delaware, this plant exists in the world. Not the nation, in the world. I want to see that documentation myself. It is my belief that other states are building highways in environmentally sensitive areas and I think Delaware can do it. I know we can do it if we work together. I think we can come to a solution. I just am speaking on behalf of Senator Hocker, myself, Senator Venables and I did see Senator Ruth Brigs King here. Just to give you an update of how we got here, back around 2000 before Senator Hocker and Senator Ruth Brigs King were elected, Senator Bunting put in a resolution for a north south study, and I don't think he ever dreamed it would evolve into this monster, but this is where we are. I know a lot of you, all of you are my constituents. And I just want to put it on the line where I stand publicly. I'm not for taking anybody's farm, anybody's house. I'm not going to support any of these routes. We met about an hour ago on Route 30 with a



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			group of about 30 concerned citizens about the actual bridge that comes across the pond. I think that will diminish Millsboro, diminish what the pond is. It has been my recommendation for the last ten years that we move this about a mile north on 113. If you look at that area on the map, at 113, the fields, then you have the school that is owned by the state, then you have the Stokely Center that is owned by the state, and then you adjoin to Mount Air. Mount Air would obviously like to see this to get their trucks through town a little quicker, which is understandable. I would have to say the taxpayers hundreds, hundreds of millions of dollars, if we didn't have to acquire land, it wouldn't upset anybody's home or anybody's farm. We were told by DNREC and some of the Federal agencies that there is 181 acres of pristine land back there in this Doe Bridge Nature Preserve. So we met about an hour ago and we are going to ask again that DelDOT and our state agencies work with our Federal agencies to go back and revisit that. I think that they are doing these in other parts of the country. If you go down in Florida, they are building roads down in swamps and everywhere every day. I think we can do it here in Delaware. That's my first option. The second option that I support, I am speaking for my first state legislators. Is on 113, a third lane both north and south and I'd like to see access to our business so they can thrive on the highway. They are doing it on Route 1. I know it's not perfect, but I think, we don't have the traffic volume here, but I think we can do it here also. That's my position and I think some of the other legislators are going to speak later on. We have met with the Governor about three years ago in his office and I'm speaking for every senator, Republican and Democrat. There was not one of us supported anything going across the Millsboro Pond. I think now that we are going to try to sit down in the next couple of weeks, I know Representative Hocker had mentioned it last weekn in a meeting that maybe it's time we sat down with the Secretary at DelDOT and try to hammer that point home again that a lot of us aren't happy with the taking of private property and farms. Thank you.
Councilman Vance Phillips	Oppose Blue Route; In Favor of Improving Route 113, Farmland Impacts, Property Taking, Water Resources, Modification to Alternative	Public Hearing 9/19	From Mr. Bing – the hearing coordinator “Just for the record, Councilman Phillips said he'd like to echo the sentiments of what Representative terior said.”
Representative John Atkins	Farmland Impacts	Public Hearing 9/19	I have an encore. I did want to say this and it slipped my mind. I'm going to ask Henry and Hale Bennett, Paul Parsons, just stand up for a minute.... Ashley, go ahead and stand up. Brittany. These three, five, six couples here, they area our future farmers here. This blue route goes through I think four of your five farms. It is near the Bennett orchard and I didn't say this last night, I didn't think of it until today, these are bright individuals.



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			They have all got college degrees from some of the best agricultural colleges in the county. They could go anywhere in the nation and find a job, but they have chosen to stay here and continue to farm on their fathers and their grandfathers' farms. We are doing stuff in agriculture here in Sussex County. We used to feed Sussex County. We used to feed the state. We are now feeding the world with our poultry and our grain and some of our vegetables are being exported from the Port of Wilmington. So it is very important to me as the House Ag committee. I want to see agriculture survive, I want to see it sustained here and I want to see those future generations. Paul has been very good to me, about five or six years ago I decide I was going to try my hand in some vegetable growing and poultry. I'm sorry, produce. It was a little hobby for my sons and I and now we have got three little stands. He has really helped me along and I want to be here to help him and Tyler, these two are getting married very soon. It is very important that we sustain our agriculture community and we do not need these highways through these family farms.
Gerald Hocker Senator, 20 th District		Public Hearing 9/19	I listened to all the testimony last night and listened to it tonight and the history is this was done by resolution by Senator Bynes back in the year 2000, then DelDOT started their task in 2001. Well, 12 years later we are here. In 2002, I put in a resolution because I thought that the east/west routes were much more important to improve than the north/south at this time because of emergency routes, evacuation routes, getting out of the beach area during a time of disaster, especially in the summer months. Well, we're a little bit farther ahead with my resolution than we are with Senator Bunting's. We have got 54 done and believe me, during that process I had more phone calls than any other – going to bid on Route 26 and they are looking at Route 54 now.. We were called into the Governor's office and I describe it as going to the wood shed, because of exactly why we are here last night and tonight,. We did not think that DelDOT nor the administration in charge of this was hearing what the intent of the resolution really was. In the Governor's office was the most upset I had seen Senator Bunting in my ten years working with him, the Governor said well, we're going to just stop the project because none of you are on board, are on the same page. So he says I'm going to give you a certain time to get together and present this back to his office. Well, we were all together and believe me, there was not a one of us that wanted this blue route. We thought, we sent a message to get it back on track, what the people wanted, what the legislators wanted, what Senator Bunting with his resolution wanted. Believe me, I was as shocked as anybody in here when I saw this final report that was recommended was the route that we thought we had stopped three years ago. I heard tonight that it is the blue route or nothing. That is not the truth. None of this is set in stone. That's why we are having the public meetings, for your comments. Make sure you give your comments. You have until October the 4 th . But I can assure you there is 12 Sussex County legislators that are totally against the recommended route, totally. Not a one of them. As you heard earlier, many people from New Castle County vacation in Sussex County, Many of these people are legislators. We feel that we can get those on our side and if this is the route that they insist, I can assure you I don't think you will see any funding and without funding from the state, it can't happen. Now I'm not up there saying that I can stop the total project. That's not my intent at all. Something needs to be done. If you don't believe me, you try to get out of 16, 24, even 54 on a rainy Sunday or when everybody decides to leave at the same time.



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			You're in trouble. What would happen if it was a major disaster and even the local people were trying to leave? Something has to be done. But something needs to be done listening to the people that are steering it, that are funding it. I'm sending a letter out, more or less dictated it today. I talked to Representative Brigs King., Senator Venables and Representative Atkins demanding a meeting with the Secretary of DECREC, the Secretary of DelDOT, somebody from the Governor's administration and the four of us and anybody else that wants to attend. I'm sure Representative Gray will be part of that, demanding that we get it on the track that we want and not what DelDOT wants. Thanks.
Representative Ron Gray	Oppose Blue Route, Public Outreach	Public Hearing 9/19	I'm going to be with Senator Hocker and Representative Atkins. There is too much uproar here. I'm your representative. There seems to be a better route than what was chosen. In defense of DelDOT, they usually come up with the best plan but it looks like to me they did not do it in this case. Please continue to provide comments up to October 4.
Patti Adams, Mayor, Dagsboro Town Council	Oppose Blue Route, Farmland Impacts, In Favor of Improvements to Route 113	Public Hearing 9/19, Private Testimony	This letter is from the Town Council of which I am the Mayor of the Town. To whom it may concern, the Dagsboro Town Council would like to submit this letter into evidence as our formal opposition to the proposed DelDOT US 113 North / South Study, commonly referred to as the "Blue Route". A project of this magnitude will impact the town and the surrounding areas in a negative manner. The large amount of farmland required to construct the "blue route" would be cost prohibitive. The vast majority of farmers affected are totally opposed to selling their land and putting them out of business. Many of these farms have been handed down from generation to generation. Remember, the agricultural industry is still the leading economic business in Sussex County! Therefore, the negative impact of the "Blue Route" on the local economy would be drastic. For these reasons the "on-alignment" option is the only choice for the Dagsboro region. We thank you in advance for your consideration in this matter, and if we can be of any assistance, please feel free to contact our office. That would be the Dagsboro Town Hall at 33134 Main Street, P.O. Box 420, Dagsboro, Delaware 19939 or you can call us at 302-732-3777. Thank you.
Agency Comments			
U. S. Department of the Interior, Submitted by Lindy Nelson, Regional Environmental Officer	Community Facilities	Letter	This letter is in response to a request for the Department of the Interior (DOI) review and comment on the Draft Environmental Impact Statement completed by the Federal Highway Administration (FHWA) and Delaware Department of Transportation (DelDOT) for the US 113 North / South Study, Millsboro-South Area. The purpose of the project study is to preserve a corridor for future expansion of US 113 from south of the intersection of US 113 and Avenue of Honor to the Maryland / Delaware state line. The FHWA has identified the Blue Alternative as its recommended preferred alternative. The DOI offers the following comments: From the Land and Water Conservation Fund Program, National Park Service, Northeast Region: the NPS Land and Water Conservation Fund Program reviewed the Draft Environmental Impact Statement for the Millsboro South/US Route 113 North/South Study in Delaware. While it does not appear that the preferred route for this project will affect LWCF properties, should the project scope change and/or the preferred alternative change, the LWCF recommends that the Delaware Department of Natural Resources & Environmental Control



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			<p>(DNREC), the State agency that administers the LWCF program on behalf of the NPS, be contacted in order to ensure that the proposed highway project will not impact LWCF assisted park sites. If a proposed project were to affect a LCWF assisted park, the impacts could result in a conversion and/or require replacement property to be purchased to address the loss of park property. For questions, please contact Jack Howard, manager, (215) 697-1565 or jack_howard@nps.org.</p> <p>From the Chesapeake Bay Office, National Park Service: Regarding the roadway expansion project for US 113, the NPS would like to state that anytime an upgrade to an existing roadway water crossing is proposed, there may be opportunities to include public access under or within proximity to the crossing. The NPS manages multiple water trail routes within the area of this project. The NPS recommends that DelDOT consider providing public access sites at any of the multiple potential water crossings presented in this review as potential alternatives.</p> <p>Recently the Maryland State Legislators passed a Bill known as HB 797 which requires the Maryland Department of Transportation (MDOT) to investigate whether the addition of public access sites under proposed new or modifications of existing roadways is feasible. The legislation is summarized at this website: http://legiscan.com/MD/supplement/HB797/id/1798. NPS recommends that the Delaware Department of Transportation consider the information in HB797 with regards to any of the multiple water crossings proposed in this project. More info on support of the bill can be found here: http://www.chesapeakeconservancy.org/news/chesapeake-conservancy-applauds-effort-to-expand-maryland-waterways-access http://www.americancanoe.org/default.asp?page=maylandswaterways For information on any of the comments above, please notify Matthew Juganic, Outdoor Recreation Planner, National Park Service, Chesapeake Bay Office, (410) 260-2482. The DOI appreciates the opportunity to provide these comments.</p>
U. S. Environmental Protection Agency, Submitted by Barbara Rudnick, NEPA Team Leader Office of Environmental Programs	Editorial Comments, MSATs, Climate Change, Water Resources	Letter	<p>In accordance with Section 102(2) (c) of the National Environmental Policy Act (NEPA), 42 U.S.C. § 4332(2) (c), Section 309 of the Clean Air Act, 42 U.S.C. § 7609, and the Council on Environmental Quality (CEQ) regulations, 40 CFR Parts 1500-1508, the United States Environmental Protection Agency (EPA), has reviewed the Draft Environmental Impact Statement (DEIS) for the above referenced project. As you are aware, the Millsboro-South Study's main objective is corridor preservation for future expansion of US 113 from Millsboro, DE, to just south of the Maryland Delaware state line. The Millsboro-South Study is a portion of the larger US 113 North/South Study which comprises the corridor starting with Milford, DE south to the Millsboro-South Study area. In both studies the primary needs for the project is to accommodate existing and future development, preserve and enhance transportation safety issues, preserve the transportation corridor, respect modal interrelationship and to provide for consistency with Federal, state and local plans for transportation systems.</p> <p>During the last ten years of project development, Delaware Department of Transportation (Del DOT) has worked extensively with the resource agencies including US Army Corps of Engineers, US Fish and Wildlife Service, Delaware Department of Natural Resources and Environmental Control, Delaware Department of Agriculture, Delaware State Historic Preservation Office, Delaware Office of State Planning and the</p>



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			<p>Environmental Protection Agency (EPA). During this period the resource agencies have worked with Del DOT to avoid, minimize and mitigate the potential environmental impacts associated with the project. Over 35 meetings, field visits and tours were held in order to move the project forward. Further, in order to inform and to receive public input into the project, DelDOT has created local working groups, stakeholder listening tours, public workshops and open houses, mass mailings notices and the establishment of a project website. This collaborative approach has provided an opportunity to address many of the environmental issues early in the project development.</p> <p>As a way of evaluating NEP A projects, EPA has developed a set of criteria for rating draft Environmental Impact Statements. The rating system provides a basis upon which EP A makes recommendations to the lead agency. Based on this rating system, EPA has rated the US 113 North/South Study, Millsboro-South Area DEIS as an Environmental Concerns 2 (EC-2). An EC rating means the review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. The numeric rating assesses the adequacy of the Environmental Impact Statement. The 2 rating indicates that the DEIS does not contain sufficient information to fully assess environmental impacts that should be avoided in order to fully protect the environment. A copy of our rating system is attached, and can also be found at: http://www.epa.gov/compliance/nepa/comments/ratings.html. The identified additional information, data, analysis, or discussion should be included in the Final EIS. The basis for this rating is reflective in the comments below:</p> <ol style="list-style-type: none"> 1. In the Executive Summary, Part F (Summary of Potential Impacts), the DEIS should include a discussion of the impacts of PM2.5 emissions, sulfur dioxide emissions, and NOx and Green House Gas (GHG) emissions. 2. In Section 3.7.3 (Mobile Source Air Toxics) of the document, under the "Affected Environment" subsection, describes a detailed micro scale analysis that was performed. The DEIS should include further discussion of the mechanisms of the analysis that was utilized. For example if a model was utilized, then the name of the model should be provided along with the inputs into the model and how the model works. 3. In Section 3.11 (Climate Change), the DEIS should provide an analysis regarding the impacts of GHG emissions for this project. We recommend the analysis should consider the February 18, 2010 Council for Environmental Quality memorandum to federal facilities, from Nancy H. Sutley, Chair, CEQ regarding, "Draft NEPA Guidance On Consideration Of The Effects Of Climate Change And Greenhouse Gas Emissions." 4. The recommended preferred alternative is the Blue Alternative. This alternative would run north on existing US 113 alignment and diverge eastward at a new interchange south of Parker Road. The bypass would run on the eastern side of the towns of Frankford and Dagsboro before spanning the Indian River near the mouth of Swan Creek. The bypass would continue northwesterly spanning Swan Creek and Cow



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			<p>Branch before tying back into US 113 north of Millsboro at Patriots Way. While impacts to other natural and built environments are similar to other build alternatives, the impacts to wetlands, streams, as well as rare, threatened and endangered species habitat for the preferred alternative are relatively significant. Compared to all other alternatives the Blue alternative has the second highest impacts to wetlands (30.8 acres, alternatives ranged from 24.9 to 31.3 acres), second highest impacts to streams (19,246 linear feet, alternatives ranged from 14,376 to 22,453 linear feet) and second highest for rare, threatened and endangered species habitat (485 acres, alternative ranged from 199 to 502 acres). The DEIS should provide additional information that would support the Least Environmentally Damaging Practicable Alternative (LEDPA) analysis required by Section 404 of the Clean Water Act, specifically Section 404(b)(1) guidelines. The EPA believes this documentation U. S. Department of the Interior, Submitted by Lindy Nelson, Regional Environmental Officer is necessary to determine if the Blue (Preferred) Alternative is the LEDPA.</p> <p>5. Understanding that the DEIS is primarily an early planning corridor preservation study with impact estimations at that level, it requested that further refinement to these impacts be incorporated into the NEPA documentation along with further details into the compensatory mitigation measures for the impacts to wetlands and streams. The Final EIS should indicate if additional NEPA documentation is anticipated as the project moves to more detailed study. The EPA recommends coordinated involvement of stakeholders as alternatives advance into a more detailed design and applications are pursued.</p> <p>6. EPA also recommends that stormwater management measures be incorporated early in the design phase in order to take advantage of the site's stormwater low impact potential.</p>
U.S. Army Corps of Engineers, submitted by Ed Bonner, Senior Staff Biologist	Editorial Comment	Letter	<p>This document has been prepared in response to extensive interagency coordination and review over the past several years. Based upon my review, the document appears to satisfactorily address all of the issues relevant to the Corps' regulatory program. As noted in the document, refinements during final design and permitting would further address additional avoidance and minimization measures that cannot be addressed at this time. The document also notes that appropriate compensation/mitigation for impacts to wetlands and waters of the United States would be addressed and developed during the final design and permitting process.</p> <p>P.S. I do have one small editorial comment. In section 3.13.3 of the DEIS there is a reference to approval from New Castle County that needs to be corrected.</p>
Delaware Department of Natural Resources Submitted by Collin P. O'Mara, Secretary	Nature Preserve, Invasive Species, Noise, Water Resources, Wildlife, Rare, Threatened,	Letter	<p>I appreciate the opportunity to comment on the US 113 Millsboro- South Area Draft Environmental Impact Statement (DEIS). The Department of Natural Resources and Environmental Control (DNREC) has been an active participant in the development of the DEIS along with other state and federal agencies, including the Division of Historical and Cultural Affairs, the U. S. Army Corps of Engineers, U. S. Fish and Wildlife Service, U. S., Environmental Protection Agency, and others. DNREC scientists have provided resource specific data and information, attended regular agency coordination meetings and on-site evaluations to assess and minimize environmental impacts from the proposed project.</p>



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	and Endangered (RTE) Species, Millsboro Pond		<p>The stated purpose of the project is to provide a limited access corridor in the US 113 vicinity to prepare for anticipated growth and additional traffic demand over the next quarter-century. Towns within the study area include Millsboro, Frankford, Dagsboro and Selbyville. Five new alternatives are detailed in the new DEIS, with a sixth ‘no build’ alternative serving as a comparison to existing conditions. Each of the five alternatives is differentiated by color. Red and blue routes are east of existing Route 113, green and purple are west, and yellow is the on alignment route. All include a bypass of Millsboro with a direct connection to Route 24 and Route 26.</p> <p>From a strictly environmental perspective, on-alignment alternatives are often the least detrimental to natural resources. The use of an existing transportation corridor reduces habitat fragmentation and impacts in other less disturbed areas. The on-alignment, or yellow alternative, has the least impact to wetlands, waters, forest and sensitive habitats. I understand, of course, that DelDOT must consider factors beyond those solely environmental.</p> <p>Specific comments on the DEIS and an evaluation of the alternatives, including DelDOT’s identified preferred Blue alignment, are provided in the attached document. These comments are based on review of the draft document, DNREC scientist’ assessment of resource impacts on-site evaluations.</p> <p>Throughout the planning process, DNREC officials have strongly advocated for avoiding direct and indirect impacts to the Doe Bridge Nature Preserve. This area, approximately 308 pristine acres on the Stockley Center property north of Millsboro, was formally dedicated as a nature preserve in 1991. Another seven acres adjacent to the Stockley Center was added to the nature preserve from a private donation four years later. Then, in 2004, the State purchased an additional 175 acres immediately east of the Stockley Center through the Open Space Program to expand the protected lands in this ecologically rich watershed. The Doe Bridge Nature Preserve is one of the most spectacular and distinctive environments within our state. The juxtaposition of a variety of uncommon and unique habitat types occurring together is significant and results in a highly diverse flora and fauna. The vast array of plants and animals occurring at the Doe Bridge Nature Preserve includes 16 state/federally/globally rare animal species, 33 species of state rare and uncommon plants, and ten vegetative communities (including communities that host 11 species of peat moss, a diversity not known anywhere else in Delaware). Within the preserve, the visual effect is awe-inspiring and once can sense how portions of our state may have looked before human influence. This is the function of a nature preserve – to protect important features of Delaware’s natural heritage and guarantee their existence for future generations.</p> <p>Initially, two alternatives, Pink and Aqua, were proposed which bisected this extraordinary preserve. The intrusion of a four lane highway into an intact high quality ecosystem would have been devastating. These alternatives were dropped from further consideration at the urging of state and federal resource agencies. I appreciate DelDOT’s cooperation during the development of the alternatives and written commitments within the DEIS to avoid impacts to the Doe Bridge Nature Preserve.</p> <p>While none of the alternatives retained in the detailed study impact the Preserve, all of the alternatives consist of a new highway adjacent to its boundaries and require bridging of Millsboro Pond. On pages 3-104 of the</p>



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			<p>DEIS, it is stated that the “proximity [of the alternatives]... may impact the variety of floral and faunal resources within the preserve. DelDOT is committed to on-going coordination with DNREC to determine ways of minimizing the impacts to this ecologically important area.” The proximity of the bypass to the preserve and the resulting habitat fragmentation, noise and air quality impacts, are a significant concern and I urge DelDOT to consider an alternate west to east corridor or improvements to existing roads to ease traffic congestion in Millsboro.</p> <p>I appreciate the collaborative efforts of DelDOT’s project team throughout this multiyear planning process. Development of new highway alignments is a difficult task compounded by interests and factors often at odds with one another, such as community needs, engineering constraints and environmental, agricultural, cultural and historical cultural resources. I pledge to continue to provide the expertise of my Department as we strive to balance transportation needs and natural resource protections. Collin P. O’Mara, Secretary, DNREC</p> <p>DNREC ATTACHMENT 1 DOCUMENT:</p> <p>The Department of Natural Resources and Environmental Control (DNREC) staff have spent many hours with the DelDOT Project Team, evaluating sites and data and working to minimize impacts from the proposed Route 113 bypass. The following are the collective comments of DNREC scientists after extensive investigation and review of the studied routes and the preferred alternative found in the Draft Environmental Impact Statement (EIS).</p> <p>The five alternatives under review – Yellow, Green, Purple, Red and Blue - all provide for a limited access roadway to address predicted traffic demand on existing Route 113 through the towns of Millsboro, Dagsboro, Frankford and Selbyville to the Maryland state line. Each of the proposed alternatives includes a new connection to Route 24 north of Millsboro and to Route 26 south of Dagsboro.</p> <p>Impacts shared by all alternatives:</p> <p>All alternatives pass by 500 feet of the Doe Bridge Nature Preserve. Although the current alignment does not encroach on the dedicated boundaries of the nature preserve, the roadway will eliminate or fragment habitat that currently serves as important buffer habitat that provides resources to species on the preserve. These resources will no longer be available to the Doe Bridge Nature Preserve. This impacted area is classified as a Natural Area, which does not have the same protected status of a nature preserve, but the protected habitat is still high quality. Invasive species are expected to take advantage of this Natural Area being disturbed by highway construction. It is likely that this will increase invasive species within the nature preserve due to its proximity. Once established, invasive plants and animals will degrade the nature preserve. Noise disturbance during construction will negatively impact faunal species within the preserve. Noise disturbance will increase overall due to new traffic patterns. A two or four lane highway over the northern portion of the Millsboro Pond will fragment riparian habitat leading up to the pond and degrade the outdoor experience of recreational anglers, paddlers, boatmen or others enjoying the area.</p>



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			<p>Pilings or other types of bridge supports or pond crossing fill may alter hydrology, including causing upstream portions of the pond to accrete sediment which may lead to changes in or loss of the open water habitat. The alignments span the pond and connect to Route 30/Gravel Hill Road in the vicinity of a public boat ramp owned and operated by DNREC. It is unclear if this amenity will be impacted temporarily during construction, or permanently, thereby requiring relocation. All alternatives pass within 300 feet of a bald eagle nest that is south of Doe Bridge Nature Preserve and west of Millsboro Pond. U. S. Fish and Wildlife Service will need to be consulted regarding activities near this nest. DelDOT should also take into consideration that planning construction close to known eagle nesting habitat increases the likelihood of additional issues regarding eagles (i.e., new nests occurring in the construction zone) may arise as construction plans are implemented. All Alternatives cross numerous utility right of way cuts. Although these cuts are not natural in origin, they often host rare species that take advantage of the open canopy regime created by the cuts, an uncommon habitat within the state. Surveys for rare species should be conducted within these area prior to construction, If state rare species are found, coordination with the Division of Fish and Wildlife will be necessary to minimize impacts or possibly relocate floral species.</p> <p>Impacts Associated With the Green and Purple Alternatives</p> <p>The Green and Purple alternatives are west of US 113 and have similar impacts. They follow the same alignment at the north end of the project and both cross Sheep Pen Ditch and Ingram Pond at the same location. The alignments for the alternatives deviate south of Ingram Pond and cross Iron Branch in different locations. The Green and Purple Alternatives cross Sheep Pen Ditch, which despite its name is actually important habitat. The wetlands at the proposed crossing site are of exceptional quality. These wetlands are an Atlantic White Cedar swamp, which is classified as a Category 1 wetland of Priority Conservation Concern by DNREC's Wetland Assessment Program. The wetlands at Sheep Pen Ditch also have the potential to support the federally listed Swamp Pink (<i>Hellonias bullata</i>). U. S. Fish and Wildlife Service will need to be consulted regarding activities in this wetland.</p> <p>Crossing at base of Ingram's Pond abuts property belonging to the Division of Fish And Wildlife (DFW). This alternative may impact access to the pond by fishermen and may impact fishing opportunities at the spillway area. Several species of state-rare mussels have been observed at Ingram's Pond. This alternative may impact these species. Because freshwater mussels are filter feeders, have a long life span and a complex life cycle, they are especially sensitive to changes in water quality and to sedimentation associated with construction. The wetlands crossed by this alternative at Ingram's Pond are of high quality. This alternative impacts a high quality Bald Cypress-Red Maple-Swamp Black Gum Swamp at Iron Branch. This alternative impacts numerous wetlands and tax ditches south of Iron Branch. Although these wetlands are not known to host rare species or vegetation communities, once built, this alternative may preclude restoration of habitats that were present in the area previous to the ditching work.</p>



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			<p>Impacts Associated with the Red and Blue Alternatives</p> <p>The Red and Blue alternatives are east of US 113 and have similar impacts. They follow the same alignment at the north end of the project crossing Millsboro Pond at the location described previously – adjacent to the Doe Bridge Nature Preserve. The difference, however, is that Red and Blue would be a four lane highway in this vicinity whereas Yellow, Green and Purple would be a two lane highway as a connection to State Route 24. This results in 4.0 acres of open water impacts at the pond crossing for Red and Blue versus 1.1 acres of impact for the other alternatives. Red and Blue cross Swan Creek, Indian River and Pepper Creek at the same locations. The Red returns to on-alignment at US 113 north of Frankford, whereas the Blue continues south, crossing Vines Creek and returns to on-alignment south of Frankford. The Red and Blue alignments would fragment the forest block to the west of the Indian River Power Plant. This 150 plus acre forest has many rare elements. Parts of the forest are classified by DFW’s Wildlife Species Conservation and Research program as Inland Dune Ridge Community, which is a state-rare vegetation community. The Power Plant forest also has structure that appears suitable for the federally listed Delmarva Fox Squirrel. U. S. Fish and Wildlife should be consulted regarding this issue. These alternatives will directly impact a Bald Eagle nest along Swan Creek. U. S. Fish and Wildlife should be consulted regarding this issue. These alternatives will impact wetlands at Swan Creek. These alternatives will impact forests and wetlands at Pepper Creek. Surveys for rare plants and animals should be conducted at this crossing prior to applying for permits for this project. The Blue Alternative will impact additional wetlands at Vines Creek. Red and Blue have the greatest impacts to forest habitat (131 acres for Red, 162 acres for Blue). The impacts for forest cover were evaluated using land use data from 2006. More recent forest cover data is available and acreage assumed to be forested may have been converted to other uses. Red and Blue have the greatest impact to groundwater recharge areas classified as “excellent recharge potential” with 136.8 acres affected. Groundwater recharge areas are important for replenishing aquifers by the infiltration of surface waters. Highways and other impervious surfaces impede this process and may introduce contaminants. Other alternatives impact substantially less – 0.0 to 5.2 acres.</p> <p>Additional Comments</p> <p>DNREC has observed and appreciated DelDOT’s efforts to minimize the environmental impacts of each of the retained alternatives. From a strictly environmental perspective, DNREC considers the Yellow on-alignment option to be the favorable route. Utilizing an existing transportation corridor reduces habitat fragmentation and other impacts in less disturbed areas. However, DelDOT has not selected the Yellow route for a variety of reasons including public opposition and constructability issues such as managing traffic flow during a lengthy construction project. The Blue Alignment has the longest section that is off-alignment (12.7 miles). It can be expected that impacts/disturbance to wildlife, even in habitats that are not identified as sensitive, will be commensurate with the length of off-alignment proposed for each alternative. As this project seeks to preserve a corridor for an alignment to be built at a future point, the level of detail is less than that typical of highway construction projects with a shorter, more definitive timeline. It is important to note that stormwater management</p>



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			<p>activities – ditches, swales, retention ponds, et cetera – have not been evaluated and additional impacts will be quantified during design refinements. Similarly, wetland mitigation concepts have been discussed but not thoroughly explored. DNREC strongly suggests seeking mitigation opportunities within the same watershed where impacts occur. In contrast, the U. S. Army Corps of Engineers' current policy gives preference to wetland banks. At this time, there are no established mitigation banks in Delaware. It should not be assumed that should a bank be available at the time of construction that its use will fulfil DNREC permitting requirements. Discussion of nature preserves within the document (on pages 2-20 and 3-101) provide conflicting accounts of the number of preserves statewide. There are 28 nature preserves within the state.</p> <p>Section 2.5.5 Evaluation of Segment B-6 contains a reference to State Resource Areas on page 2-17. This designation is no longer valid and should be removed.</p> <p>Section 13.13.3 Other Permits, Approvals and Certifications on page 3-112 states the need for FEMA floodplain approvals from New Castle County, not Sussex.</p> <p>The Natural Resources Technical Report is referenced throughout the DEIS. A web link should be provided to allow the public to access this report.</p>
Delaware Center for the Inland Bays Submitted by Chris Bason, Executive Director	Oppose Blue Route, Nature Preserve, Millsboro Pond, Modification to Alternative	Letter	<p>The Delaware Center for the Inland Bays offers the following comments related to the US 113 North/South Study – Millsboro-South Area. As you are aware, staff from the Center for the Inland Bays served on this working group and were active participants in the process. The comments we offer are consistent with the Comprehensive Management Plan for the Inland Bays and its addendum, as well as information provided to members by DelDOT staff. Originally the Millsboro Working Group was presented a number of alternatives and various iterations for consideration that were based on agency, public, and working group input. It was the Center's understanding that both the "no build" and original "on alignment" alternatives were to be included on the final list of recommendations or alternatives retained. The original "on-alignment" concept of the north – south study, for the most part, remained within the existing Route 113 right-of-way with the exception of major interchange enhancements, expansion, and access roads, and other than the "no build" scenario, should have the least environmental impact of any other alternative considered.</p> <p>The concept of a connection to Route 24 was generally part of a larger, more comprehensive eastern bypass around Millsboro that was a stand-alone alternative, such as the western bypass. It now seems that in the current DelDOT proposed alternative (July 2013) that every option includes a connection to Route 24, including the "on alignment". We realize the process was put on hold and revised based on legislative and additional public input, but the Center is unable to evaluate the potential impacts of the proposed Route 24 connectors or the Blue Alternative since it is endemic in all the possible alternatives you list as considered.</p> <p>On their own merits, any of the connectors from Route 113 to 24 being suggested (Yellow, Green, Red, Purple, and Blue) crosses one of the most biologically diverse landscapes in southern Delaware (Cow Bridge Branch) and proposes to direct considerable traffic to a new interchange adjacent to one of the most biologically important nature preserves in the Inland Bays watershed. In addition to this, the Blue Alternative proposes a bridge crossing over the Indian River, numerous stream crossings, and considerable impacts to wetlands, forested areas,</p>



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			<p>farmland, and open space; all of which would be a detriment to the ecological health of the Inland Bays. Therefore, the Center does not support the Blue Alternative at this time. Additionally, we offer the following comments:</p> <ol style="list-style-type: none"> 1. DelDOT should reconsider any connection of Route 113 to Route 24 on its own merits and not link it to any alternative currently under consideration; 2. DelDOT should reinstate the original “on alignment” alternative that focused on the north/south movement of traffic within the existing right of way. This would provide a more realistic baseline for comparison of environmental impacts other than simply providing the “no build” alternative. <p>Allow for a new re-evaluation and comment period on each of the Route 24 connectors and the Blue alternative once they have been separated from all other alternatives as well as listing the impacts of the original “on line” so it may be evaluated against the other alternatives as well. Thank you for the opportunity to comment on this proposal. If you have any questions, please do not hesitate to contact me.</p>
Citizen Comments			
Arthur Davidson	Oppose Blue Route, Farmland Impacts, Land Use	Letter	<p>I am writing this to let it be known that I am very highly opposed to the US 113 eastern bypass blue route. This bypass will directly affect me and my family’s farm. The proposed route will cut through the middle of my ten acre farm and house that I am planning to build. The bypass will also affect several of our chicken houses and multiple irrigation systems that we recently installed for farming. This bypass will not only take away our income and farm, but it will also affect my family’s way of living that my family has enjoyed for generations. I can remember being a kid in the peak of real estate prices here in Sussex County and watching the farms selling out to major developers. My father held onto the farm and I clearly remember him telling me one day this farm will be yours son and no one can take it away from you. Now here we are today and the state is trying to take our family farm from right under our feet. There comes a time you must think of the effects this bypass will have on Sussex County’s natural beauty and the rural way of living we have all grown to love. The reason people from the city come to our beloved Sussex County to vacation is to escape the city noises, loud roads and large overpasses. When do we begin jeopardizing our county’s natural beauty and rural lifestyle just so an out of towners can get to the beach a few minutes faster? After analyzing and looking at all the proposed routes and speaking with several officials from DelDOT, I still have yet to hear and see a viable reason for the blue route. It simply makes no sense to go with the most expensive and most intrusive route to the people of Sussex County. I ask that while you analyze these routes you keep the people of Sussex County in mind and not just the out of towners who come and go. Save our farms and lifestyle that us locals have loved and enjoyed for generations.</p>
Matthew and Michelle Mitchell	Oppose Blue Route, Farmland	Letter	<p>My name is Matthew Mitchell and my wife, Michelle, and I are writing this letter of opposition in regards to the proposed Rt. 113 Bypass for Southern Delaware (Blue Route). I have been a resident of Frankford, DE my entire life. I grew up on a farm that has been in my family for many, many years. My grandparents raised their five children on this farm and now many of my family members including my parents, my sister and her</p>



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	Impacts, Land Use		<p>family, my cousins and my Aunts and Uncles also live on this farm in Frankford, DE. Over 5 years ago I purchased a farm directly behind my family's original farm, where my wife, Michelle, and I built our home and plan on raising our own family. My wife and I are opposed to this Bypass as this route will go directly through our farm and home. Our home that we have worked so hard for and where we plan on raising our family will be gone if this Bypass is approved. Not only will this affect our home and life on the farm, the farm where we live is also a source of income for my family as I grow many crops including corn, wheat, soybean, and watermelons to support my family. Farming has been in my family and in my blood for many generations. Farming is a way of life here in Frankford, DE.</p> <p>My wife and I strongly disagree and oppose the Rt. 113 Bypass for Southern Delaware (Blue Route) as this Bypass will directly affect our home, farm, family and life. Farming has been my way of life for many generations and we would like to keep it that way. Please consider the families and farms of Sussex County, DE before you build a bypass to accommodate people who do not live in Sussex County and do not appreciate the people of Sussex County, the farms and the way of life here in Sussex County. Please consider this letter as an opposition to the proposed Rt. 113 Bypass and consider the families that will be affected by this unnecessary Bypass.</p>
Dick and Kitty Swingle	In Favor of the Blue Route	Letter	<p>There is no perfect solution for solving the increase in traffic and congestion challenges in and around Millsboro. The many alternatives offer many pros and cons, but we feel the "Blue Route" is the best option for several reasons. Many of the comments we have heard have been well taken and thought out, but many others have been more emotional, jump on the bandwagon and not-in-my-backyard positions.</p> <p>The planning by DELDOT and the diversified committees over the years has considered many details. The Blue Route offers the best traffic flow to locals, visitors and those passing through. It offers the best escape routes from the beach areas via 20, 24, 26, 54 and 113 in cases of hurricanes and disasters. And, it does not increase the detrimental effect on businesses on DuPont Blvd that would be created by overpasses and an elevated road for the citizens in Millsboro if the 113 option is considered. This 113 option would increase traffic congestion, flow through and around town and make living conditions less desirable.</p> <p>Being on the Millsboro Council for 12 years in the past has strengthened my feeling that a bypass plan should have been initiated years ago. This is very expensive, but will never get any cheaper in the future...for land acquisition as well as construction.</p>
Thomas M. Keeley	Oppose Blue Route, Traffic, Land Use	Letter	<p>I am writing for some clarification concerning the proposals for a Route 113 Bypass. I see no other possibility for answers and would appreciate your addressing my (and many others) concerns.</p> <p>I would like to start by questioning, "why are we even considering a Route 113 bypass"? I would think that most of us in the general beach environment have learned that peaceful coexistence with beach traffic is simple planning that allows us to avoid it as much possible. Or is it merely to serve our vacation visitors?</p> <p>That being said I also question how anyone can think that additional and limited in length, north and south traffic lanes that simply end and "dump" its traffic back on the original highway will improve anything. Am I the only one to raise these questions?</p>



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			<p>Additionally, it seems that the Route 113 Bypass planners have apparently decided on the “eastern” route. How can they be serious? I have looked at the DelDOT maps for both the western and eastern routes. Based on this I find it mind boggling that anyone can think a route needing five (5) bridges through environmentally sensitive areas is better than going through what seems to be mostly farm land. Of course, I do not have access to the financial and engineering minutia associated with this decision but this choice does seem inappropriate! Are there figures comparing each proposal, i.e., the eastern and western routes, available to the public that support this decision?</p> <p>In closing I ask, would a Route 113 Millsboro Bypass or a Route 24 Millsboro Bypass make life better for the local residents?</p>
Gregory A. Hastings	Traffic	Letter	<p>I am certain at this time you have been apprised of the intense public meetings your department has been witnessing in south Sussex County this past week regarding the North-South Bypass! This brings me to write to you for the purpose of conveying this thought! Approximately 8 years ago a public committee was formed for the sole purpose of determining what would be the most favorable route for a new North-South route extending from north Sussex County to the border. That public committee’s responsibility was to determine not only the most favorable route from a public and home owners perspective but to determine where would this route be proposed that would most positively impact moving traffic up and down the state as well as across East and West! That committee spoke and the majority favored what has now become the notorious “Blue Route”. However, as I have learned in politics, faces change and so do political figures depending on the direction of the “wind”! It is unfortunate, but your department has a standard of procedure or format or studies, you must follow or answer to, when Federal monies are at stake. It is also unfortunate that your procedures required such a long segment of time. This brings me to my first point; over this 8 year period, not only have some people died, “aged out” or the political figured changed, but a certain few people of opposition to this project was still in college at that time! When you have a lapse of time, it is prone to change the game face of the political animal, thus, this is why I believe you have the backlash of residences today against this project versus the favorable eight years ago! Part of the initial objective for the committee was to determine where this new route would assist in alleviating traffic at bottle necks or routes that were prone to congestion. One of those areas well known for congestion and as well as diminished safety travels is Route 24, East-West though Millsboro. You are very much aware of the issue here and the major problem that exist for our town and the public traveling east and west daily. As I have pointed out publicly, the Town of Millsboro is severed by the Millsboro Pond and the mouth of the Indian River, and there is no easy solution for the remedy to this problem. Again it is unfortunate that the Blue Route has been packaged together for the sake of federal funding, where the solution of one problem has become the contempt to so many others! How does your department determine what’s the best for all! Mr. Secretary, if I recall my history of southern Delaware, there were an enormous amount of people in outrage when the Duponts were proposing the “Du Pont” highway plow through the heart of Sussex County, and people stated then, that they didn’t need city people coming down here and the road would never be used; familiar huh! This is a daunting task to determine what is best for</p>



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			<p>all. You have many people here that are affected personally by the layout of the route, obviously they will / are very vocal against this, then you have only two entities for this route, the Town of Millsboro and the Chamber of Commerce that have a few business owners represented on Route 24. That's all who will physically be voicing their opinion for this Route; but that doesn't diminish the major issue of the traffic flow through Millsboro! The opponents are fewer in number! My greatest fear is the very loud nay-sayers have the ear of our political leaders, and I do know without question, that politicians swing their favor towards the majority of the people that will get them re-elected. That's a fact!</p> <p>Lastly, you will hear that the route needs to be moved north or just consider the Millsboro piece. Your people with the knowledge, have stated that if this current proposal is aborted, then the new proposed design and studies begin from scratch again. If that is the case, then I respectfully ask that you keep this project alive and progressing for the benefit for the Greater Millsboro, which I believe has the most positive and congenial growth of any Town in southern Delaware!</p>
Edna Solomon	Oppose Blue Route, Property Taking, Land Use	Letter	<p>As I was unable to attend the meetings which were held in Millsboro on September 18th and Selbyville on September 19th concerning the Route 113 Bypass, I am submitting my written comments on behalf of myself and my mother. I have had the opportunity to look at the blue route which you are considering. Please note I am totally against the Blue Route for the following reasons: There is one home between the school and me and I own the next three parcels and part interest in the fourth parcel on Frankford School Road. From the looks of the map, every lot I own or have an interest in will be used to build the route 113 bypass. The fourth parcel that I have interest in has a home in it where my mother resides. As senior citizens, what are we supposed to do and where are we supposed to go? We certainly cannot start over and rebuild. My investment over the years appears to be for naught. There will be nothing left that I can pass on as an inheritance for my children and grandchildren. My questions to you are: is getting the tourists to the beaches so important that you have to completely disrupt our standard of living? Do you realize that you are displacing people who have limited incomes and no longer have the ability to start over? Why can't Route 113 be widened? I can go on about the hardships that would and will be incurred if this Blue Alternative is used as the Recommended Preferred Alternative. However, I will just say that we, my mother and I, are saying NO to the Route 113 bypass.</p>
Steve Parsons	Oppose Blue Route, In Favor of Improvements to Route 113, Modification to Alternative, Farmland Impacts	Letter	<p>Much has been written about the proposed super highway through Dagsboro and Frankford. About two years ago the proposed bypass was scrapped after much public opposition; then, on August 21, 2013, it was resurrected from the dead. Let me be perfectly clear that the bypass is not supported by the citizens of this area. I can honestly say no one except the state highway people support the planning for a future bypass. The people of the area will support a modified alignment of the existing Route 113, as the citizens of Georgetown have. The support of the modified alignment of Route 113 is based on the fact that the state already has right of ways to expand the road without costing as much as the proposed bypass. Furthermore, there are at least three roads off Route 113, Route 20, 26 and 54 that already get people to the beach. In Dagsboro, if you really want to build a new road, one could be built from Route 113 to Route 26 which goes to the beach. As far as Route 20 goes, Route 20 out of Dagsboro goes to the beach now. Simply go down Route 20 to Omar, turn on</p>



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			<p>Burbage down to Windmill, right on Central, left on beaver Dam and you are right on the road to Bethany Beach or south Bethany. This route would incur much less expense. Route 54 has already been expanded where it intersects with Route 20. We do not need any such project as is being planned by the Transportation Department to date. We do not need six more interchanges, one being close to our new high school. We do not need nine overpasses and five new bridges. We do not need the bypass to disrupt two historically important African-American neighborhoods. We simply do not need it! On a personal note, the proposed Route 113 bypass totally destroys four of my family's five farms. E.P. West and Rena West, my grandparents, bought the home farm in about 1920, it has been in the family ever since. I live on one tract of the land; the proposed bypass goes right through it. Genevieve W. Parsons, my mother, lives on another parcel of the home farm. This is about 10 acres and it will be mine upon her death. The proposed bypass runs by the end of her house. The house has a fair market value of well over one million dollars. Preston Parsons, my brother, and I own the parcel of land across the street to the west. Guess what- the proposed bypass cuts the farm in half. This is a family farm too, having been Aunt Mary's farm and she left it to us. The home farm and Aunt Mary's farm both have development possibilities due to the large amount of road frontage and acreage in both parcels. The Daisy Farm, LLC is a farm that was purchased in 1970 by Donald and Genevieve Parsons, my parents. It's about 50 acres and it will go to Preston upon my mother's death. Guess what- the bypass cuts this farm in half and in my opinion makes the remaining land worthless. Toomey Farm, LLC is a farm consisting of about 80 acres and was bought in 1965 by Donald and Genevieve Parsons. My brother Preston and Cora, his wife, live there. This will be affected by the bypass in that one of the interchanges goes right through their house. Additionally, I own a one half interest in what is known as the Cress Farm; it is 146 acres located right outside the town limits of Frankford. The bypass, as it was presented initially will affect part of this land as well as affecting two African American neighborhoods. The Millsboro bypass and the Dagsboro Frankford bypass must be separated. Just saying we must approve the routes for both in order to get the money for the Millsboro project isn't good enough. Who is going to pay us money for the years our land is going to be earmarked for the construction of a future road? The state is paying the development of Patriot's Way monthly sums. Are you going to pay us because it is the same as taking our land without compensation? We do not need the bypass as proposed; we don't need a four or six lane highway to dump the traffic off onto a two lane Route 26. What we need is to improve Route 113, Route 20 and Route 26 (Route 54 has already been improved a lot). I am a real estate attorney, but having lived on a farm all my life, farming is most important to me. Delaware needs to preserve farm land, not build a super highway bypass over it to throw all the traffic back onto the same roads it would have been on without the bypass. Delaware needs to improve the existing routes to the beach and promote them.</p>
Steve Parsons	Oppose Blue Route	Letter	<p>This is a follow up to my letter of September 17, 2013, voicing my objection to the proposed bypass in Millsboro, Dagsboro and Frankford. I attended both meetings last week on the proposed bypass. It was obvious that with respect to the Millsboro bypass, that everyone agreed that something needs to be done but that the location proposed by DelDOT is not the proper place for it. The people were saying that the bypass</p>



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			shouldn't go over the Millsboro Pond. Locating the bypass further north, near Stokley seemed to be the preferred route, since the state already owns a lot of land in that area and Mountaire would be willing to donate land for the bypass project. Everyone in attendance at the Selbyville meeting was against the proposed location. What was proposed by the audience and the speakers was that Route 113 be updated, the traffic lights at the Lowe's location in Millsboro be eliminated and that Routes 26, 54, and 20 be updated. No one was in favor of DelDOT's plans as presented. I have attached a copy of Blair Parsons, my daughter in law, comments about the impact this project will have on our family's farms. I believe this sums up the situation very well. (Please see Blair Parsons comments)
Blair Parsons	Oppose Blue Route, Farmland Impacts, Traffic, Evacuation, Secondary and Cumulative Effects Analysis (SCEA)	Letter	I am speaking on behalf of my husband's family (the Parsons) from Dagsboro. We were all in attendance at the hearing last night in Millsboro and as I spoke to one of the representatives from DelDOT about the impact that this project will have on our family's farms, his response was startling. It was also very telling of why I think we're in this mess to begin with. I pointed out to him on the map that the SR-26 connector crosses through the middle of our family's 100 year old farm, as well as three of the other four farms owned and worked by my family. I asked him if they give any consideration to the historical values of such properties when they decide on their plans. What was his response? "when we make these decisions we're just looking at lines on a map, we don't know that these are family farms". We are not just lines on a map. These are homes, farm, and businesses, many of which have been passed on from generation to generation, and when you start running roads through the middle of them you are ruining people's lives. And please don't use the, well this is a 20 to 30 years down the road line, because you're talking to people who hope to be here in 20 to 30 years and hope to hand down these properties to their children and grandchildren just like generation before us did. I don't think anyone denies that there is a serious traffic issue in Millsboro. But listening last night to one of the Millsboro Councilmen speak, he mentioned that it took him a whole five minutes to cross one road and another 15 minutes to get down another. That's what we're talking about here, relieving 20 minutes of someone's time? At what expense? When you take away these farms and homes and businesses, you can't get them back. I also have a very hard time looking at that map and believing that the Blue Alternative was the best fix you have to this problem. What is the point of building a four land road just to deposit right back onto 24 or 26? Is there some portion of this plan that we're not seeing where you convert those roads into 4 lane highways? Don't you think that taking thousands of cars and forcing them to merge back into one lane is going to cause a new series of problems, or is that just DelDot's way of creating job security by creating a new problem that will have to be dealt with in the future? And why is the SR 26 Connector Route even necessary? You are building a two lane road a few hundred yards away from the functioning two lane Route 26 that you just finished improvements on a few years ago. Do you understand what will happen when you reroute all of that beach traffic around these small towns? You're taking all of their business away. It's hard enough to survive as a small business owner, trust me, my husband and I both own them, they shouldn't have to worry that all of their traffic will disappear for no reason. I also understand that there is a need for a better evacuation route in the area. And I agree with the many people who spoke last night about the decision to run this bypass over



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			tidal waterways. Have you ever been here during a storm? Not even a hurricane or a nor'easter, just a really rainy day? It floods here, a lot, and you think running an evacuation route over an area that is so flood prone is the smart way to go? It has become obvious over the past few years living in Sussex County that DelDOT is incredibly out of touch with the needs of this area. We all watched the Inlet Bridge debacle, we saw businesses on Rt 54 almost close for good just from the construction delays, and they're about to do the same thing on 26. When you go back to your offices in Dover and Annapolis, back to where you can sit, unaffected by the decisions you make, please at least consider conceding a little where you can to these lines on a map. Please prove to us that these hearing weren't just DelDOT paying lip service to our communities. Please don't make this another one of your mistakes, because the people in this room cannot afford to take that risk.
Jim Bennett	Oppose Blue Route, In Favor of Improvements to Route 113, Water Resources, SCEA, Environmental Justice, Cost, Community Facilities, Traffic, Property Taking	Letter	<p>I was involved with the Millsboro-South Area Working Group for the Rt 113 North / South Study for over three years and would like to offer the following comments concerning the option that was selected. I am opposed to the Blue Route (Eastern Bypass) for the following reasons.</p> <ol style="list-style-type: none"> 1. This option will have severe environmental consequences. The northern section of the "Blue Route" (Eastern Bypass) will cross several areas of important ecological significance. Not only does a major bridge have to be constructed across Indian River, but it crosses three other virgin watersheds of Millsboro Pond, Pepper Creek and Vines Creek. These areas are relatively pristine but would be severely degraded by the construction of a highway. The number of wetlands taken is misleading since these watersheds would be totally disrupted to a degree far greater than the footprint of the highway. 2. The areas that this corridor would be going through are still actively farmed and the highway would effectively separate one side from another causing total disruption with the current agricultural practices. It would further fragment an already fragile economic situation and promote growth in areas that are not adjacent to existing towns. 3. The Indian River school district would be negatively impacted by a highway of this magnitude – the Indian River school is adjacent to a major proposed interchange. 4. A long established African-American community exists adjacent to the former Frankford Elementary School. This community and its social fabric would be bisected by the highway. There is no unified voice of opposition since most of the residents are not even aware of this planned highway. 5. The entire Eastern Bypass would have to be constructed in its entirety before it could be used as opposed to upgrading existing 113 as time and money allows. This would cause an already congested situation to get worse by not preserving the existing corridor until, if and when, funds would be available to construct the bypass. 6. The cost estimate in 2010 dollars is approximately 839 million dollars for this bypass. The astronomical price is part of an estimate of what it would cost to construct five new bridges (the Indian River section is over twice the length of the new IR Inlet Bridge). In addition, two major railway overpasses will have to be constructed which will add considerable expense. This money could be used to upgrade many miles of existing highway.



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			<p>7. The State of Delaware already has a dedicated corridor with existing RT 113, with plenty of room to expand. By choosing the Eastern Bypass, this approach will allow Route 113 to continue to be further degraded due to strip development and poor land use planning. In time it will be thoroughly congested and no longer function as a viable transportation corridor. Now is the time to protect and preserve what we have rather than letting these valuable corridors degrade.</p> <p>8. Confusing traffic analyses have been presented which question whether the Eastern Bypass will be the choice of traffic which would continue to the south. This could leave existing Route 113 with heavy traffic and no further improvements.</p> <p>9. Individual property owners in the area proposed for the new highway have not been directly notified in a timely manner that their properties may be targeted for such use despite repeated assurances that this would happen. This lack of notification, plus limited media exposure, has caused these property owners to be unaware of these plans and kept them from participating in the public input meetings that have been conducted.</p> <p>10. It has been stated that construction of this project is in the distant future but landowners would have their properties and businesses placed in a corridor preservation program. Since there would be no money allocated to compensate them for the hold on their property, this is a case of gross injustice of the power of eminent domain.</p> <p>11. It has been voiced that the Blue Route (Eastern Bypass) will have excess capacity in the future since it will be an entirely new corridor. The old expression that a “chain is only as strong as its weakest link” is a valid point in this case. The decision has been made to leave the Milford area without any improvements and the remaining road improvements are to use the existing right of way. The towns of Georgetown and Selbyville have favored a “modified on alignment” approach and any projected excess capacity will be negated by the decision to use existing Route 113. This will lead to Delaware’s own “road to nowhere” which is a gross misappropriation of federal and state tax dollars.</p> <p>12. The Blue Route impacts the Frankford/Dagsboro Sanitary Sewer district. This could have severe impacts on the future expansion of the district.</p> <p>13. I was the sole representative on the working group who represented the area from the Indian River south to Selbyville that was east of Rt 113. It is no surprise that this was the area targeted for the preferred route. I am strongly opposed to the Blue Route. The best solution to existing and future traffic problems is to use the existing right of way of Route 113, which is large enough for a “modified limited access highway”. The “modified” approach would give business access to the highway and provide an uninterrupted flow for thru traffic. Large sections of this roadway are still viable and the environmental, agricultural, and sociological effects are already established. Going into virgin areas with massive road projects creates a host of secondary effects that have not be taken into account. The preferences of the town and citizens of the rest of the corridor are to stay on the existing Route 113. The towns of Frankford and Dagsboro have no development west of Route 113 and their comprehensive plans can be changed to allow the towns to grow together. Connections to</p>



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			Route 24 and Route 26 have been planned for in the On-alignment concept which would address those traffic needs and would not change the scope of the project. Highway projects take the path of least resistance and tend to target environmental, agricultural and rural areas because they have no voice in opposition. In this era of dwindling environmental, financial and agricultural assets, it would be prudent to protect these resources. The Feasibility Study of July 2001 recognized the benefit of upgrading the existing Route 113 corridor in terms of cost, timely implementation and environmental impacts. This study also endorsed the concept as supporting the Livable Delaware initiative and long range transportation goals of DelDOT.
Michael W. Hudson, Carol Hudson, Michael C. Hudson	Oppose Blue Route, In Favor of Improvements to Route 113, Modified Alternative, Property Taking, Traffic, Land Use, Community Facilities	Letter	Why should we build this bypass? When we look at it, we think of our economy, tourism, effects on our environment, community effects, and safety. Tourism's season ranges from mid-June to August. They're from DC, Baltimore, above the canal, and Pennsylvania. They live with traffic and bypasses every single day. They come here to avoid all that. They pay thousands of dollars to spend one week to visit our pristine beaches, forests and land. They participate in hiking, and aquatic activities such as beaches, boating, crabbing and fishing. They visit our wetlands, canals and state parks. They do not want any of this to change. Routing them through 480 parcels of land, nine bridges, six of which are overpasses, three over the Indian River, Pepper Creek, and Vine's Creek. And destroying wetlands is totally unacceptable. Delaware promotes our amenities, and DelDOT seeks to destroy them. They tell us it is for our safety, but we have meteorologists to assist in storm forecasting, and DEMA to tell us to evacuate several days prior to a storm. Contrary our community will suffer from a lack of safety. On and off ramps near the high school is totally unacceptable. Think about the 16 year olds driving. There are 4 roads and signs before you get to Murray telling of children at play. Two of them on that road, And still my son got hit by a car and suffered from a severe permanent head injury. And we asked DelDOT to reduce the speed on the road, and what was their response? To make Murray a major highway and to increase that speed. As well as landlocking us and running the road through my neighbor's new house, and barn. You can demand corridor assessments, preventing us from willing it to our children, decreasing our property values, tying up our land for years and preventing us from selling it. Still, we have to struggle to pay the mortgage! This amounts to stealing, I thought we lived in America, the land of the Free, not Communist China. You disrupt our culture, and keep us from making a living. Our family has living in Sussex County for over 200 years, we are multigenerational farmers. We are environmentalist, and stewards of the land. This road way is ridiculous, and not forward thinking. It does not answer the problems of bottle necking on Route 24, 26, and 54. Providing public transportation such as a passenger railroad, shuttles and parking garages, in addition to widening Route 113, makes more sense. It gets people off the roads and does not disrupt our community. Your plan is too much to pay for its outcome. People can rent cars once they are at their destination.
Kaitlin Bailey	Oppose the Project, Land Use	Letter	I am writing this letter of opposition to make known my feelings against the new bypass through Millsboro and surrounding areas. There are many supporting ideas and suggestions that could be stated as to why this is a bad idea, but I am aware that these have been brought up time and time again. There is no reason for me to waste any time getting into basics that politicians can do a much better job arguing about. My argument is simple.



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			Why should we live in a nation that's motto is "land for the free" when there are people that think they can take whatever they want? The ideas being brought forward about this ridiculous bypass will strip the homes and lives right out from under good, honest people. Was it not the American dream to take up land and farm? To create a future for our children? Then why on earth would it ever be acceptable to strip people from their land and their dreams in order to put in a road that will do nothing but cause more traffic and buildups? This land means everything to some people. It is more than just a place where they grow chickens, cops and produce. It is a place where memories have been made and futures should be held. To take this away from people would be to destroy the hopes and dreams of what this country was built upon. If this bypass is built, I can tell you that the people living in this area will never let anyone forget it. I urge the immediate deletion of this project and hope that it will not come up again in the future. I will be honest and say that I do not live in the area being affected. However, everything that I have been working towards has led me to that area. My hopes of building a home and a family on the very land that people intend to destroy are being crushed. In closing, remember that this is not just land-its people's lives. Thank you for your time and consideration in this very serious matter.
Darrick Elliott	Oppose Blue Route, In Favor of Improvements to Route 113, Farmland Impacts, Land Use	Letter	I am writing this letter with great concern for the projected blue route that has been proposed. I am a current residence of Dagsboro and have been my whole life. I understand the worry of traffic concerns for the future and agree that some changes should be made. However, I do not feel the BLUE route is the best choice. I feel that taking an Eastern route of 113 is not the fix. This is a very complicated project with 5 bridges and 9 overpasses that will affect many communities, residences, businesses, farmers, and it's untold what it will do to our environment. What I would like to see done is to expand on the existing 113 already in place. I would be in favor of the Yellow route, with the expansion of the lanes and easier access to our major East/West routes (54,26,24). I still feel that 113 could be designed in such a way to allow traffic to flow and still have access to our local business. I never worried that my immediate family would be directly affected in such a way. If the blue route was to pass, that's exactly the case, affected in every way. My father-in-law, who's a respected poultry farmer, will lose 7 of his 10 chicken houses, 4 irrigated farm fields will be destroyed, and a tree farm will no longer exist. My brother-in-law will have his farm land that he hoped to one day build his house on taken with no use of the remaining land. Farmer's livelihood and the way they conduct their businesses would be forever changed. My children will grow up just several hundred yards from where this route will pass through and they will not know this beautiful, quiet area that now exist. What makes Dagsboro and the lower eastern shore of Sussex County what it is today will forever be lost. I hope that the proposal of the Blue route is reconsidered and an alternative solution can be found.
Dana Mason	Oppose Blue Route, In Favor of the Yellow Route	Letter	I wish to register my opposition to the selection of the Blue Route as the preferred pathway for the US 113 North/South Project. I favor the Yellow Route as the preferred modification of US 113. When studying the map of the Blue Route at the September 19 th forum, I was struck by the fact that the roadway travels outside of Millsboro's center of population; with it having the least direct impact of the four impacted towns (Millsboro, Dagsboro, Frankford and Selbyville). The maps illustrates that those of us living in Dagsboro and Frankford



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			will be greatly affected by the Blue Route. The route will cut through our communities, cut us off from commerce, pass close to schools, and divide us from our neighbors. Routes of travel that readily connect residents with local businesses and neighboring communities will be blocked or require a more circuitous and longer trip. When you examine Table S-1: Impact Summary or Matrix, it is hard to justify the Blue Route as the best route. By the data presented in the table the cost, environmental and agricultural impact certainly lead to me question how this is the wisest and best use of taxpayer and federal funds. The number of waterways to be crossed and the extent of the construction (which is always subject to costs exceeding the projected estimate) in protected habitats and state nature areas make this, in my view, a poor choice of a route. For protection of the environment, for protection of the agricultural industry, to support small local businesses and in the interest of preserving existing communities, please make the Yellow Route the preferred option for the US 113 North/South Project.
Carol Curran	Oppose Blue Route, Land Use	Letter	Please accept this letter in opposition to the Route 113 Bypass. I do understand the need for change as the population grows and the more people move to the Sussex County area. However, I really think that more respect needs to be taken into consideration for those who have lived in this area all their lives and are making their living farming in this area. You ask for the people, the residents who live here, to have input and then you don't listen to what they're saying. For those passing through this area, well, it is just that, they pass through. Why do we have to change the way of living for those who just pass through? I also would like to remind you of the mess that was created when the state tried to put a bridge over the Indian River Inlet. That did not go well at all and you think that you can take on a job of this magnitude for the Route 113 bypass which is supposed to have a bridge also. Again please do not continue with this plan for the Route 113 Bypass.
Leslie M. Clark	Oppose Blue Route, Farmland Impacts, Land Use	Letter	I am opposing the Rt. 113 Bypass for Southern Delaware (Blue Route) as this route will go directly through farms that are in my family and my daughter & son-in-law's house on Gum Road in Frankford, DE 19945. These farms belong to family members and that is their source of income for their families. They have chicken houses, grow corn, wheat, soybean, and watermelons. This would be a detriment to their livelihood. Please consider the families and farms of Sussex County, DE before you build a bypass to accommodate the tourists so they have an easier drive to their second home at the beach. Where are your priorities in life? Please consider this an opposition letter for the RT 113 Bypass for Southern Delaware (Blue Route). Please don't hesitate to contact me if you have any questions. Thank you.
Dagsboro Antique Center: Charlene Reese, Sherrie Griffiths, Myrna R. Fulton, Linda Altman	Oppose Blue Route, SCEA, In Favor of Improving Route 113, Modification to	Letter	We the under signed as owners and employees of the Dagsboro Antique Center at 28293 Clayton Street in Dagsboro, Delaware strongly object to the plans for the bypass of Route 113 as presented to the public for a variety of reasons. Our business will suffer an extreme hardship with the diversion of potential customers who travel Routes 20 and 26 as well as the existing four lane Route 113. The money used for the proposed bypass would better serve the area if it the money were to be spent to improve the current roadways and infrastructure: such as the hazardous intersection of 113 and Route 24 (Millsboro), widening of Route 404, necessary repairs



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	Alternative, Farmland Impacts, Traffic		and strengthening of bridges and overpasses throughout Delaware. It is frivolous to spend this amount of money for the convenience of vacationers who are fairly tolerant of the occasional traffic backups. The real traffic problems are in the two lane roads leading to the beach. The by-pass project does nothing to eliminate the traffic jams on all the feeder roads leading to the ocean. We believe the DelDOT should address the issues of dangerous Route 404 and work on widening and or improving said feeder roads to the east. To create an expensive by-pass around Millsboro, Frankford, and Dagsboro is similar to the “bridge to nowhere” project! Who will the by-pass benefit? Not the citizens of lower Delaware! The most important reason for not constructing this unnecessary road is a financial one for the business owners and the taxpayers of Delaware and the United States. Has the impact to wetlands been studied sufficiently? Also the proposed confiscation of acres of farmland is unfair and unnecessary. Our local farmers and their lands should be protected. Agriculture should be encouraged, not hindered. We confidently speak for our forty dealers in this antique center whose livelihoods depend on this Center for business. Please do not divert traffic from the many small towns that depend upon such traffic for their very existence.
Wayland Clogg	Oppose Blue Route, Cost, Farmland Impacts, In Favor of Improvements to Route 113, Cultural Resources	Comment Form	I oppose the Blue Route for the following reasons. I have a small farm of 21 acres and your proposed Blue Route would take 4 acres for the ROW and cut off another 4 acres that I would not have access to. This farm has been in the family for 3 generations and I do not want to see a DOT road through it. With this proposed road you will lower my property value from 30 to 40 percent. The Blue Alternative is the most expensive route and as a tax payer I oppose spending any extra money, be it Federal or state. You have a ROW along 113 (the yellow route) and that is where improvements should be made. You use the on-alignment (yellow) route from Milford to Millsboro and from south of Frankford to Selbyville. Therefore there is no reason why you cannot use the on-alignment from Millsboro to Selbyville and to the Maryland line. I worked for USDA Soil Conservation Service for 37 years. I worked with many farmers and there is no need to take valuable farmland to build a road that is not needed from Millsboro to Selbyville when you can stay on line Route 113 to make improvements. Your west ROW line now goes over the edge of my pond. This pond is over 100 years old. Clay from this pond was used to make bricks and the old foundation of the kiln is still in the adjoining woodland. I believe the pond is a historical and archaeological site.
Thomas and Marie F. Sullivan	In Favor of the Blue Route	Comment Form	The Blue Route option is no doubt the most effective one and should be chosen. All other choices create more problems where all things are considered. Go Blue
Tim Mumford/ Mumford Sheet Metal Works, Inc.	Modification to Alternative	Comment Form	Move the Cemetery Road overpass to the north of its current location. A move to the north would greatly reduce the number of property owners affected as well as lower the cost to acquire since it is mainly agricultural land. The current location encompasses a large portion of commercial property. It is our intention to develop the property where the proposed bypass would land. We believe we could provide another 150 jobs to the community and that a bypass at this location would cripple the growth of our town.
No Name	Oppose Blue and Red Route	Comment Form	After attending the public meetings and reviewing the alternatives and discussing our questions with the representatives, we have decided that we prefer not to have any of the alternatives, especially the blue or red



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			alternatives. If we had to make a choice, it would be the yellow alternative. We definitely do not want to see an overpass in our back yard, which is what would happen if the blue or red alternative was built. We chose to live here because we enjoy the peace and quiet of living in a small town. If these alternatives are built, they will destroy the charm and quiet and the relatively low traffic that we now enjoy.
Benita B. Davidson	Oppose Blue Route, Cost, In Favor of Improvements to Route 113	Comment Form	I oppose the eastern bypass (blue alternative). I am a Dagsboro resident and property owner. The bypass goes through our chicken farm, tree farm, and farm lands. It will destroy everything we have spent a lifetime working for as well as take away our way of life. Our children and grandchildren will be affected by the bypass too. I think the US 113 realignment is the best alternative for our area. Furthermore, the cost of the bypass, bridges, etc, is too much of an expense to taxpayers.
Beverly Clogg Evans	Oppose Blue Route, Cost, Cultural Resources	Comment Form	As a native of Sussex County, I oppose the Blue Route. My property has been in my family for three generations. I do not want DOT road through it. This Blue Route is the most expensive route and as a taxpayer I oppose spending any extra money, be it federal or state. You will go along the edge of my pond. The pond is over one hundred years old. Clay from the pond was used to make bricks and the older foundations and the kiln is still in the adjoining woodland. I believe this pond is an archaeological and historic site.
Brian and Amy Thomas	Oppose Blue Route, Property Taking, In Favor of Improvements to Route 113, Water Resources, Cost	Comment Form	<ol style="list-style-type: none"> 1. The money to do this project – DelDOT does not take care of the roads it has now. The roads are devastating to our vehicles and tires. Fix/repair what we have now. 2. This goes to those folks who are hiding behind this project in DelDOT and the government, how would you like for your life long work to be taken from you so we can get more tourists to the beaches faster? These people have worked long hard hours to build their castles (homes). Some of the properties are the lifeblood for the farmers and some are long owned family farms. The state is supposed to pay for what they take but there is no way they will pay the true worth for this property. People hold on to what they have because they are not going to be creating more land (just keep taking). And with what the state would pay you could not replace one plot with another for that money. 3. We have a highway running north to south already. So why not work with what is already in place and improve on that with additional lanes or elevated bypass to avoid the small towns. 4. What about the effect 5 bridges will have on the estuaries both fresh and salt water. These bridges will have not only decreasing conservation but once the road is completed trash etc thrown out windows, runoff,. We only have so many of these environmental gifts we should maintain them with care. 5. Billions of dollars to do this project (800,000,000 projected now, but we all know the truth will be double \$ by the time project would end) other than traffic moving faster getting more cars through town to the beach. Just how much more revenue does DelDot and the state think this project will bring into Delaware? If we do not build the project they (the tourists) will still come as they have for years past and years to come. When we go north to travel ... we run into traffic problems and are told to expect delays. So why shouldn't travel coming should have to expect delays? Some of us are not on vacation and we deal with it every summer then things calm down through the other 8 months.



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			<p>6. As far as jobs for Delaware, they would be temporary and most likely out of state contractors. Possibly temp help in area but when project is done “no job” back in same position of unemployment.</p> <p>7. Our property as well as the property of our family is where this project is supposed to be built. Why has the State of Delaware and DelDot not notified these people whose property will be involved with these Route they have planned with personal mailings? Public hearings and notices do not always work, especially when you own property but do not live there on that property. They mail the property tax notice to us so why not a notice that your property may be taken from you. I think it is very irresponsible of the state not to send out private residence notices. DelDot notified developers and paid them not to state their development projects due to the property was possibly going to be in the route of the project by DelDot (Paid \$402,000 to village developers Millsboro) (Paid 200,000 Schell Bros Gitown) But a 43 cent mailing to a private citizen at the property they work hard to get and maintain and pay taxes on in the state of Delaware is not important enough? These people who paid these contractors should be in jail and the developers should pay the money back to the state. Especially when the developers property (village developers) ended up not being in the route DelDot is planning.</p> <p>8. We keep taking farm land for these projects and pretty soon there is no farm land to provide for all the people and grain for the livestock. We have all but climated chicken houses and farms in the area due to small around these development that pop up in our rural areas but the farm was there before the development full of out of state people from the city. They move here and don’t want to smell the farms. Everyone wants to come visit Sussex County, then move here, then try to change it so it is like it was “back home” where they moved from. If they want the way it was “back home” then move back home and enjoy yourself in the hustle and bustle and leave our little piece of heaven down state as is. Why make billion dollar changes to our roads for 3 months of traffic problems and the people we are making these changes for do not pay Delaware taxes and will do nothing but complain if the project does take place that it is a pain to get to the beach. Then when the project is done will look for a way to get around the main roads and try to find beach roads to get here quicker.</p>
C. Grise McCabe	Oppose Blue Route	Comment Form	The top of the morning to you, hello, DelDOT, Governor Markell, Administrators and anyone else involved. Subject, the Blue Alternative that you, the above, are pushing down the throats of the citizens of Sussex County is not the way to go. There are other ways to accomplish this, but you or no one else will listen. You plan or else seems to be the only thing the powers above hear and nothing else. Other plans would cost less money. My vote for the Blue Alternative is NO. NO. NO. NO. I doubt you understand what NO means. I will gladly discuss other options if you want to hear them. Thank you.
Dan Yuska	Oppose Blue Route, Evacuation, Traffic, In Favor of	Comment Form	To spend 800 million to relieve traffic in Millsboro... no. It has been more vehicular traffic because of Hurricane Sandy and Pennsylvania, New Jersey and New York visitors came south. This will stop soon (seasonal). Question: Why at Eastbound Route 404 at Route 113 (Georgetown) do signs advise travelers to beach to go southbound on Route 113, does Georgetown not want the vehicular traffic through their town? And after 8 million already spent on surveys, the Blue Alternative is selected for reasons of emergency route as



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	Improvements to Route 113		<p>floods, storms, as stated in the DelDOT. FYI, I should hope the DOT already has plans for such emergencies and not depend on a 14 mile bypass road project. Heavy traffic jams, not all day long, but morning, lunch, evening, out of work traffic could probably flow much faster, better, by timing and adjusting the traffic lights better to handle the vehicular flow. Route 113 is being repaved. It should have been widened too, to handle backed-up vehicles at the lights.</p> <p>The Blue Alternative would only place traffic further down 24 for visitors mostly thinking it's a short cut, but what about the many residents in the area of Longneck, Oak Orchard and Route 24 areas. It will only generate more vehicular traffic, more accidents, noise, etc., by beachgoers. This will surely disrupt what we already find at times hard to handle during the summer months. Not to mention how loss of business and customers on the proposed Blue Alternative would be affected. After spending 8 million dollars already, this doesn't appear to be the best solution. In the Dover area, Route 13 and Route 1, there are controlled access highways (tolls) that take the vehicular traffic around busy areas and that is great for travelers who do not want to get tied up in traffic jams. If someone is really pushing for this type of roadway for emergencies/floods/storm evacuation route, why not a highway directly from points a to b? Example: a road from Route 113 below Georgetown Route 9 and parallel to same eastbound to the Dewey Beach area? Still leaving traffic coming from the north easy access to Lowes/Rehoboth beach areas. If a road or a highway is really needed, then take it and make it go nonstop (exits) from points a to b (beaches) without putting hardships on residents and businesses.</p>
Glenda and Mona Murray	Oppose Blue Route, Land Use	Comment Form	<p>I am very concerned about the proposed route of the US 113 north/south bypass. This road will pass close to my property. My husband and I built our home here to move away from the traffic and noise level of living directly on Route 113 for many years. My husband died four years ago and I feel that having this road close to my home would affect my quality of life. As a child I grew up on 113. It was busy and noisy. Our home and neighborhood is peaceful as it should be. We are opposed to the route.</p>
Greg McCabe	Oppose Blue Route, Water Resources	Comment Form	<p>No is my response to the 16 mile blue alternative and the DEIS. The Millsboro geographic area should be divided. The area from Georgetown's southern boundary to Route 24 on the easterly side of Millsboro has different needs and characteristics than that from Route 24 south to the Maryland state line. To name a few are the high environmental impacts on Indian River, Pepper Creek, and Vines Creek, and the division or loss of productive pristine farms, to the Maryland state line. All this in order to speed up traffic to a slow speed resort in which the vacationers value so much. This southern area should be removed or omitted from the study completely because there is absolutely no consensus by the public. This would save taxpayers money and allow the project to begin to move forward north of Millsboro.</p>
Kelly Raab	Oppose Blue Route, In Favor of the Yellow Route	Comment Form	<p>I wanted to say that I think something needs to be done about the traffic but I think the blue route is not the way to go. The better way is the yellow route, which calls for widening US 113. This, I feel, should take care of the problem without disrupting lives and costing millions to the taxpayers, which is clearly against public opinion.</p>



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Kevin (no last name)	Oppose Blue Route	Comment Form	No on blue, Yellow or no-build only.
M. Tooney	Oppose Blue Route	Comment Form	I would like to join in with my opinion on the “Route 113 By-pass”. I am against it. I can’t understand why you think it would help our community. I have a farm. I’ve lived here for 60 years. I want my children to enjoy this “farm land”. A “By Pass” isn’t necessary.
Monta Kutchen	Oppose Blue Route, Farmland Impacts	Comment Form	I am against destroying farm land in order for the Blue Route to be completed. I am totally for constructing the Yellow route so that farm land will not be destroyed and businesses can flourish on Route 113.
Nancy Purchase	In Favor of Improvements to Route 113, Noise	Comment Form	I vote to keep 113 in its present track. Widen as necessary? The SR 26 connection just south of Dagsboro is a good idea. Property close to the beach is very valuable and will only become more valuable. Don’t pave paradise! Noise is a great concern. We have a very quiet neighborhood and it’s a wildlife area with heron and osprey and bald eagle nestings, et cetera.
Norman E. Davidson, Jr.	Oppose Blue Route, In Favor of Improvements to Route 113, Cost	Comment Form	I oppose the eastern bypass (Blue alternative). As a Dagsboro, Piney Neck resident and property owner, the bypass will ruin our family farm. It destroys our chicken houses, farm land and tree farm. And more importantly, it destroys our way of life. Our children and grandchildren live in the area and will be affected by the bypass. I think the US 113 realignment is by far the best alternative for our area. Furthermore, the cost of the bypass, bridges, et cetera, is too much of an expense for the taxpayers.
Gail Reifsnnyder	Public Outreach	Comment Form	I was at your Sept. 18 meeting. As it appears your preferred blue alternative would cross Hollyville Road 1 mile south of my house. Representative Atkins proposed moving everything further north. This could affect me adversely, depending on how far north. So as it stands now, it does not appear to effect me greatly. I would like to be kept informed, as to any future plans for the 113 bypass. A year ago a reporter had called and said the bypass would run right through my property. I have no idea where his information came from, unless that is the further north plan John Atkins was talking about. So as I stated I would like to be kept informed, in particular as to where it crosses Hollyville Road.
Jesse Walter	In Favor of Blue Route	Comment Form	Blue looks as good as any for Millsboro.
No Name	Traffic	Comment Form	You missed the point. It isn’t a North South problem, it is an east and west. You have 13, 113, and 1 N-S. You only have 2 lane road east west. To tourist destination and other agriculture and business.
Joseph Staler	In Favor of Yellow Route, Noise	Comment Form	Ellendale / Georgetown / Selbyville – on alignment. Yellow- least amount of environment impact. Noise- Underpass for 113 24 in addition to realignment. Overpass or something to eliminate 2 lights at Lowe’s.
Charles B. Scott Sr.	Oppose the Project	Comment Form	I feel they don’t need a bypass, but use the 113 xx in using other lanes beside it and look how much we owe other countries, they talk about our government not having money, may close down. We need our farm land.



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			Our roads in Millsboro are in bad shape, why is it taking so long to fix them. It is a shame to let them be so bad.
No Name	Opposes the Project, Traffic	Comment Form	Fix the Light on 113 and the problem is solved. No bypass.
Stephen J. Cropper	In Favor of Improvements to Route 113, Land Use	Comment Form	I have been located at 35029 DuPont Blvd in Frankford Delaware and operating a business at that location since (25 years) 1998. All proposals would either put me out of business or greatly reduce my business. In 2008 I was forced to close my business in Ocean City because of the economy and consolidate two businesses at the one location. Selling printing and cars is a tough balance but as I build back an inch at a time your plans will kill my business. I am a small business that grows by my own bootstraps. I am part of your 96% of American businesses – you need to be on my side to rebuild the economy not end it. So how do we improve Route 113 (DuPont Blvd), increase with another lane if that is really needed for the future. No business should be adversely effected. No business should lose egress to or from 113. Better shoulders and EMT responses maybe needed. Better communication between government and the people who live here 12 months a year – not for the benefit of DCs visitors. They sit in traffic every day back in their home area. The world has grown. We are a large population in Sussex County- why because of our lifestyles and protective safeguards.
Wayne A. Martin	Design Question	Comment Form	In Dagsboro will the new proposed blue route be at grade for the following roads: 1.Piney Neck Road 2. Bunting Road. Or will the new proposed blue route be elevated at these two locations? Concerned if at grade crossing, amount of fatal accidents may happen due to this road.
W. Wilgas	In Favor of Red and Blue Routes	Comment Form	2 nd choice- go blue alternative. 1 st choice- go Red
No Name	In Favor of Blue Route	Comment Form	The recommended blue alternative appears to be the best alternative
Brian McManus	In Favor of Blue Route	Comment Form	I am in favor of the recommended Blue Alternative
No Name	In Favor of Bypass Around Millsboro; Oppose Purple and Green Alternatives	Comment Form	Why not by-pass Millsboro completely? Purple and green alternatives are terrible. Are you using land already paid for?
Dr. Robert L Adams, Jr.	Modification to Alternative, Public Outreach	Comment Form	I would like to see further consideration for the widening of Route 26 east from the Blue Route proposed from a three to a four lane road – that need is even greater than the 113 by-pass around Millsboro- please consider it. In addition- please consider a widening of Route 24 from the blue route 113 by-pass proposed east towards Bethany and Rehoboth – that road is also greater than just a north-south by-pass around Millsboro. Please also



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			inform the public as to when each phase of the 113 by-pass will begin to be constructed. Thank you for your time. Your representatives at this meeting were very informative and the maps displayed were most helpful.
John G. Barnickel	Oppose Red and Purple Route	Comment Form	The Red and Purple Route would not be the one that I want to see built.
June C. Taylor	Traffic, Community Facilities	Comment Form	Congestion on Route 113, 24, 26 is over the top at this time. No emergency vehicles can get through and times when more visitors are here could not exit for weather related times. Please proceed. It has been most difficult getting through town this summer with our highway torn up.
Ruby C. Jones	Support Purple or Green Route	Comment Form	I would like it to be noted that the preferred option #6 would be a serious mistake, in my opinion. When I look at that drawing the image reminds me of the Indian River Bridge and what a task that was. My preferred options would be the purple or green option. If we have to do this!
Leigh Riley	Hazardous Materials, Traffic, Water Resources	Comment Form	What are the hazardous waste implications of building across Indian River Power Plant's land? Personal experience with bypass- Syracuse NY Route 481- Did not divert the traffic number as it thought. People continue to drive through Syracuse on Route 81. My continued concerns are with wetlands / waterways and the detail and completeness of environmental impact studies.
Russell E. Jones	Oppose Blue, Red, and Yellow Alternatives	Comment Form	No to yellow alternative, Blue and Red. Yes to Purple and Green Alternative
Sally Tuttle	Traffic, Modification to Alternative	Comment Form	It is now my understanding that the 113 to 24 portion of the new highway is the first priority, decisions about the rest of the blue plan to follow evaluation of traffic. I am a resident of Point Farm Community, approximately ½ mile east of the 26 / blue road junction and am dreading the inevitable traffic noise etc. I wonder if an extension of 26 straight through to 113, avoiding the present dog-leg, would not greatly improve the summer traffic flow through Dagsboro. It seems an enormous financial commitment for the total project and reevaluating after the Route 24 section is certainly appropriate. I feel that local Millsboro businesses will be deprived of potential customers.
Cheryl Stonull	Oppose Blue Route, Noise	Comment Form	As a resident of Point Farm (Dogsboro), on Route 26 I am deeply concerned regarding the "recommended preferred blue alternative which would affect my community / home / property values in the future (off Route 26). The noise level (I live first house in Point Farm) is already quite loud on all Friday night, Saturdays, and Sundays during the summer seasons. I was aware of that when we bought our home. However, additional noise levels that is would eradicate – I do not want, oppose and know it would affect future sales in our already "stressed" community regarding home sales / values. I strongly oppose the "blue alternative" and do not want it to be the selected alternative as a traffic by-pass.



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Name of Individual/ Agency/ Legislative Entity	Comment Issue	Comment Type	Comment
Darnell Murray	Oppose Blue Route, Farmland Impacts	Comment Form	I am opposed to the Blue Alternative. The bypass will be in my front yard. It will spilt my uncles race track and horse farm, and will go through my cousins new house This is not needed in Frankford and is not wanted. The Blue Route impacts many farms *four farms for the Parson Family of their 5 farms, in the Frankford, Millsboro and Dagsboro area. What message are we sending them. DelDOT should use more state land and consider modified on alignment for Millsboro, Dagsboro and Frankford.
Phyllis Daisey	In Favor of Blue Route	Comment Form	Blue – When you started this project for (Route 30 Gravel Hill Road) you were in areas further north. You keep moving south because of some dignitaries with pull and money until you finally get to the heart of Sussex County and desire to demolish beautiful water front properties to save some historical farm land further north. Please consider what you will be imposing on wetlands.
No Name	Millsboro Pond	Comment Form	The negative impact of a bridge across Millsboro Pond are almost too numerous to list, but I cannot believe that DelDOT would consider putting a bridge over a pond that has been preserved for so many years. You try to put a dock on the pond and you are told you can't, but now you want to put a bridge over it. That pond has provided recreation and a natural habitat for many many years. We should be encouraged to save it, not destroy it and that is what would happen. We will not turn Millsboro into nothing different than many small towns who have given in and done the same thing. I live here because I like it not because I want to get more tourists to the beach.
Barry Weller	In Favor of Improvement to Route 113, Land Use	Comment Form	As a resident of Dagsboro, Del (County life) what a beautiful county setting, peaceful, quiet, safe, a little piece of heaven and to tear up handed down properties for the sake of tourists going to the beach (that makes me sick). What about us, the taxpayers, hardworking people who work the land and care about the area we live in. To turn beautiful countryside into numerous highway is appalling. Remember, no farms no food. Why not use Route 113 already established widen it. Do not take away land that was handed down and worked land year after year for beach goers.
Wayne Wood	In Favor of Blue Route	Comment Form	The blue alternative is by far the best. I encourage you to move forward on this project as quickly as possible.
Bob Ricker	In Favor of Blue Route	Comment Form	Build it! The Blue Route is the only logical Route. Please build it before any more beach development totally chokes 113 to a standstill. Please!
Judi Thoroughgood	Traffic, In Favor of Bypass around Millsboro	Comment Form	There needs to be something done about the traffic on Route 24. We need a truck route / Bypass something to ease traffic in and out of town. Route 113 used to be busy on the weekends, now it starts Wednesday and gets worse.
Jacob Lee Hudson	Opposed to Project	Comment Form	It would have been more ethical to have a vote of yes or no on this project but if the only choice is where, then I will take the green route. Green Route



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Name of Individual/ Agency/ Legislative Entity	Comment Issue	Comment Type	Comment
Beverly Jones	In Favor of Improvements to Route 113	Comment Form	I have worked hard my entire life to pay for my home and to raise my sons. I have looked forward to retiring in my home. This is my dream (my home). I don't feel if it is right to have our homes and farms etc affected just to make new roads. I feel they should utilize the existing roads and expand roads that are already there to improve traffic flow. It is not fair to have to worry about losing my home and all other families also. My home is my castle and I am proud to have worked my entire life to have my dream home. I also feel I should have the right to leave my home to my sons. I beg you please don't do this. Our farms are our source of food for life.
Alfred Massaroni	Oppose routes west of Route 113	Comment Form	Don't like any plan to take bypass west of Route 113 Need plan to take traffic from Route 1 to Route 113 for both Route 9 and Route 24.
Alan Berke	In Favor of Blue Route, Traffic	Comment Form	I prefer blue plan. Do not approve any western bypass. Need to consider east west traffic rather than helping traffic get to MD beaches.
No Name	In Favor of Blue Route	Comment Form	Blue is true. Lets get on with it. Nuff said.
Wayne Carmean	In Favor of Improvements to Route 113, Traffic	Comment Form	Upgrade 113 – add overpasses. Have less red lights.
Dean Daisey	Property Taking	Comment Form	How much more property does the State of Delaware need. They have enough property to put this further north where it was first decided to put it. The State of Delaware won't move property and for no good reason. This is just another way for the State of Delaware to get more land.
No Name	In Favor of Improvements to Route 113, Farmland Impacts	Comment Form	We wish you would keep it down 113 and make it wider. If I have to choose a bypass on the East Side "Blue". We have tried to keep farming in our family now and hope to keep it for the next 4 more generations. We can't see how this will really help. Maybe you really need to go back to the drawing board.
John G. Barnickel	Noise	Comment Form	What would be the noise level from the road to my house? What would separate the road from my land or house?
Karen Brennan	Traffic	Comment Form	My issue with the blue route is that you are dumping 4 lanes of traffic onto an already overburdened 2 lane road. This route ends less than a half mile from our development. We have 1 way in and out and already cannot get out easily on a day with light traffic. Add to that the flow that would normally be slowed by town and we will never get out. None of the alternatives will please everyone, but more thought needs to be put into the affect this will have on the current infrastructure. Add to the beach traffic, the traffic from one of the



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			festivals and we are virtually trapped. Add to that the constant noise and the already severely lowered value of our house becomes even less.
No Name	Modification to Alternative	Comment Form	Still have not took take of problem at 30 and 24. One thing – turn Jersey Road to right line up with Gravel Hill Road put red light up.
No Name	In Favor of Blue Route, Traffic	Comment Form	The Blue Route (Eastern Bypass) is the only sensible solution. It removes bumper to bumper traffic out of the downtown part of Millsboro and will greatly help Dagsboro also. It by far is the only solution in helping move the east-west flow of traffic. No other alternative does this important task. In the future, after the 113 North-South project is completed it will provide (the eastern bypass) a great avenue for the connection of a widened Route 24 and 26. Traffic especially on weekends is so congested in Millsboro that vehicles at the 113 and 24 intersection wishing to enter onto mainstreet cannot do so and must set under the lights- setting under the 113 and 24 lights is very dangerous with no place to go. In conclusion, the eastern bypass addresses both north-south and east-west traffic. No other option comes close at addressing both issues.
Michael Salagas	Cost, Oppose Blue Route, In Favor of Yellow Route	Comment Form	It seems like the preferred Blue Plan is the longest and require 7 bridges. I would think that bridges would cost a lot more than moving dirt. I understand and agree that the center of town needs some relief but it seems a lot and long and costly project to help people go south to MD – summer tourists to the beach. I think the Yellow option makes more sense.
Gerald Moore	Oppose Blue Route, In Favor of Improvements to Route 113, Farmland Impacts	Comment Form	I am opposed to this bypass. My address is ... in Frankford. This bypass takes out my new house, mothers house, barn, horse racetrack and cropland. It goes right through the middle of the 85 acre farm. I think something needs to be done about traffic, but destroying farmland and people's livelihoods should not happen. DelDOT should just work with the 113 they have and build overpasses and add a lane. The Blue Route needs to be stopped.
Brittany Perdue	Oppose Blue Route, Farmland Impacts, Land Use	Comment Form	I do not understand why DelDOT has chosen the blue alternative as its preferred alternative. We are farmers from Dagsboro, have been for generations and this alternative cuts through 4 of our 5 farms. What are we supposed to do with our lives? We will not be able to grow produce and this bypass will take all of our traffic away from us, causing us to close our market doors. At this point, what do you expect us to do, we are not going to get what our land is worth and where could be buy more anyway? Seems that DelDOT does not hesitate to take it. So you leave no choice but to choose another career when we have been farming for generations? You say it will not affect us because it's not going to be built for another 20 years but it will. I will still be here in 20 years and my children and grandchildren will be too, it's not right or fair.
Stewart Megee	Modification to Alternatives,	Comment Form	What would be the proposed R/W width? Route 113 currently has a 200 R/W from at least Milford to Selbyville.



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	Design Question		Has the option been explored to do an express lane for North:South traffic to stay within the existing Right-of-Way?
Ethelam Wood	Land Use	Comment Form	I would rather that we would need to do nothing but the reality is that it is becoming impossible to get to the businesses and homes in route the beaches for a greater part of the year, each year. I think that the best route will disturb the environment and the homes of the least people is the best. We don't want to become the place most people left. I would support the route if we can fund it and or 1 st maintain the roads and bridges we have.
Keith Murray	Oppose Blue Route, In Favor of Improvements to Route 113	Comment Form	I do not agree with the Blue Alternative DelDOT should consider using state land and consider modified on alignment for Millsboro, Dagsboro, and Frankford.
Michael Potter	In Favor of Improvements to Route 113, Modification to Alternative	Comment Form	1. Why was an on-alignment option with access to business from the highway never considered? Leave off the limited access aspect and this is a very good option 2. The 113/24 connector highway needs to move north of Millsboro Pond. There is no way crossing a 20' stream, with the right engineering can have as much impact as two 200'-1000' bridges and a ½ mile of highway along a peninsula on the pond. Also, moving North would use more state property and less civilian property.
Tom and Carolyn Spiezio	Oppose Blue Route	Comment Form	We oppose Blue Route due to the over water bridges and farm land use. Use the center islands to do an overpass on 113 and leave current roads to local traffic. Do an overpass completely over 113 current roads through Millsboro.
K Smith	Oppose Project	Comment Form	No! No! No! How much more can Indian River handle? Noise and air quality is near my property.... On top of already high cancer rates in our area. Please pick a solution that impacts people and our environment less!
No Name	Oppose Blue Route, In Favor of Improvements to Route 113, Environmental Justice	Comment Form	I am against this. It does not resolve the traffic problems it just reroutes it making it someone else's problem. The African community in my area was not informed of this. We are now building our retirement home and will not be able to enjoy it if it does go through. It is going to create temporary jobs and small businesses are going to lose the income from normal traffic that would usually go through town. Use the on alignment, it's cheaper.
Nancy Davis	Modification to Alternative	Comment Form	I am opposed to the Blue Alternative Route because of the following: Disagree to 2 bridges being constructed over the Millsboro Pond. There are other alternatives that handle the same traffic as the proposed blue route traffic. Starting in the vicinity of mountaire ending at Route 113/Route 20. Simply move the new "roadway" approximately ½ mile north of the proposal to avoid bridges. I will most likely lose my house and property



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Name of Individual/ Agency/ Legislative Entity	Comment Issue	Comment Type	Comment
			because the “right of way” crosses through the front of my house. However it is not indicated in your map as a displacement. Total disregard for local farmers and especially poultry farmers. One farm produces over 760,000 chickens per year which is enough to feed 14,615 families in 1 year. Assume one 8pc chicken meal per week. So not only the poultry farmer is impacted but also the processors. What about all of the wasted disposal of this farm? DelDOT should modify the Blue Route in order to utilize more lanes that is owned by the State and Mountaire and displace fewer citizens. We prefer modify on alignment in the Millsboro, Dagsboro, and Frankford areas.
James A. Smith	In Favor of Bypass around Millsboro, Evacuation, Community Facilities	Comment Form	The bypass around Millsboro is a must, not only for emergency vehicles but for hurricane evacuation.
Jim and Sandy Hall	Noise	Comment Form	What will the projected Noise level be at Wharton’s Bluff from the Blue Alternative?
Beverly Jones	In Favor of Yellow Route, Farmland Impacts, Property Taking, Water Resources	Comment Form	We are “against” the Blue Plan going thru Millsboro Pond and through Dagsboro. I don’t understand why destroying our Pond and Bay is favorite. Destroying farms and orchards, along with People’s homes (terrible). How would you feel if this was your land? The Yellow Plan is best, the Route 113 already exists and just need to be expanded (Yellow is the best way). You can make that choice work. There is a way. Do NOT destroy our families who have been here for so many years. Taking our farms and our homes is not the right choice. Destroying our Pond and our Bay, wildlife and marine life is unthinkable. We are very against the Blue Plan. Choose a better way. Blue is not an option!
Denise Elliott	Oppose Blue Route, Land Use	Comment Form	I wish to oppose this option for the 113 bypass. I live on Route 26 just outside of Dagsboro town limits. I know how bad traffic can be in the summer time but the proposed option is not a good one for the people of Sussex County. Our farm land, our cozy little towns will all be destroyed by this bypass. The noise will be horrendous. I live less than a mile and a half from where the bypass will be. I definitely oppose this option.
Dorothy Kutchen	Oppose Blue Route	Comment Form	I am against the Blue Route.
No Name	Oppose Blue Route, In Favor of	Comment Form	No Blue Route. Stay online



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	Improvements to Route 113		
Debra Doucette/ Millsboro Downtown Partnership/ Local Business Owner	Oppose Blue Route, Water Resources, In Favor of Improvements to Route 113	Comment Form	I am opposed to the Blue Route, a bridge and everything that goes with it will have a negative impact on the Indian River. Trash, gas leaks, oil will all be deposited in the river. What will be used to de-ice this bridge in the winter? Where will it go? Millsboro Council is wrong, if they and only they, think this is a solution. Put a third lane on the road that already exists, the beach isn't going anywhere.
Mike Falkenstein Oppose Blue Route, favors modified Yellow Route	Oppose Blue Route	Comment Form	Oppose Blue Route- Too much new construction, too many bridges, too much private land. If must do project-yellow route is better. Better yet, none of them.
No Name	In Favor of Yellow Alternative	Comment Form	Like Yellow alternative, less cost, better idea. No road! Time traffic lights better.
Brooke Hahn	Land Use	Comment Form	How dare you rip apart these family owned farms in order to alleviate a small bit of traffic. Reroute it and figure it out. You will be ruining lives and ruining the reason people come to this beach town.
Charles B. Scott, Jr.	In Favor of Improvements to Route 113, Cost	Comment Form	Please use the road we have in place now. Put another North and South bound lane on 113. If you have your heart set on a road, go from 404 across to Route 1 and add another North and South lane to Route 1. The state of Delaware is broke, where is the money coming from? You can't look to the Federal government they are more than broke. Almost 11 trillion dollars. Delaware is not business friendly when you have Vlasic pull out because the cost to do business in Delaware is too high and you have to have another county come in for a chicken process plant and the governor has to go to other countries to drum up business something is bad, wrong.
Richard Collins	Oppose Blue Route	Comment Form	This project need to be scaled down. A bridge is needed over the Indian River to provide an alternative route to 113 when east of Millsboro. That route could use the existing Delmarva power rights of way to make the connection to 113. This would appear to disrupt virtually no homes or businesses. The Blue Route is political poison. Forget about it now as you are just wasting time. People are more important than marginal wetlands.
Mrs. T.	Oppose Blue Route	Comment Form	I do not want this project. If I had to select one I would want the Yellow Alternative.
Louise Long	Oppose Project	Comment Form	After reviewing each map this is not good for Selbyville. Please for once think of local people, not tourists. New lights in Millsboro have only worsened traffic flow. I am totally not in favor of any route. How this



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			would affect the value of homes and farmlands is totally not necessary. I didn't think Delaware had any money! Not Happy!
William L. Thomas	In Favor of Blue Route	Comment Form	The route I like the best is the Blue. If you would send me maps of all the Routes Blue, yellow, red, green and purple. Thank you.
Mike Reyes	SCEA	Comment Form	The local economy is dependent on beachgoers and travelers. This proposal could potentially make it so they can get to ocean city without coming through Selbyville by exiting at Route 20 and taking 20 to 53 this is lost business which would gravely impact the local businesses. Not having access to turn into businesses from either side of 113 also will greatly impact businesses. I don't believe or think that any of these proposed changes are in the best interest of the local community and its businesses.
David Hudson	Oppose Blue Route, In Favor of Improvements to Route 113, Modification to Alternative	Comment Form	As a resident with property on both sides of the Maryland/Delaware line I would like to go on record as opposing this proposed Blue Route. I understand that Millsboro traffic needs to be addressed but the blue route south of Millsboro impacts for too much ag land and forested land for supposed traffic increase. My solution- Upgrade Route 113, 54 and 26 and get rid of the Blue Route.
No Name	Oppose Project	Comment Form	Expletive language used to note disagreement with project.
Andy Crim	Oppose Blue Route	Comment Form	I totally disagree with the Blue Route, other alternatives are possible and probably more acceptable.
Marybeth and Dwight Hastings	Oppose Blue Route	Comment Form	My husband and I live at ... just outside of Frankford, DE. We just finished spending ... to renovate our home. We were just recently informed that the blue alternative bypass will go right through our property-this was confirmed by a DelDOT representative. We understand you will consider our concern and hopefully reroute this alternative or choose to do something else entirely. If we had known about this before we started renovations, we would have never renovated. Please consider rerouting this bypass so we can continue to live in our home that we have spent 15 years saving money to renovate.
David Lomas	Oppose Blue Route, Farmland Impacts, Cost	Comment Form	I am opposed to the blue route as it seems to be the most poorly thought out, most expensive, most destructive of any possible alternative. The impact on farms (no farms- no food), local businesses, and residential property is appalling. I can't imagine what the bridge over the Indian River will affect. Motor vehicle runoff, construction runoff, and more. Property destruction is unbelievable. A viable, and much less costly option would be to add lanes to 113 or let the out of state drivers spend an extra 20 minutes on the road to their (mostly) out of state beach homes.
Wardie J. Jarvis III	Oppose Blue Route	Comment Form	I am in no way in favor of the Blue Route. This is outrageous and cannot be tolerated. Feel free to contact me at any time.



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Name of Individual/ Agency/ Legislative Entity	Comment Issue	Comment Type	Comment
Eastlack	In Favor of Blue Route, Property Taking	Comment Form	Blue Plan Positive Remarks : Solves the 1 way in and 1 way out on 26. Provides a second option for crossing the Indian River. Provides relieve to the congestion on 24 for access. Eliminates the awful congestion between Dagsboro and Millsboro North. Provides commerce and income due to accessibility. Concerns: Displaced homeowners? Do not like the service road alternative. Unattractive and inconvenient. Does not fit the landscape of Sussex County.
Rollin L. Hudson	In Favor of Improvements to Route 113	Comment Form	Why don't you build the road down the west side of Route 113 or make third lane down the present median and create a new road from south of the Route 26 intersection south of Millsboro. A straight line from there to south Bethany Beach, no curves. Just straight lines to the beach and the third road in the median taking alternating traffic south to many lanes. Far less costs and trouble this way. As proposed presently, all property is in limbo for the next 20 to 30 years. A life time of work- down the drain. My property is 50 acres on NE Corner of 113 and Rt 40 -- is guide. North side Route 400 has --.
Earl J. Savage	Oppose Blue Route	Comment Form	First of all it is way too late. Regardless, something has to be done and this "Blue Route" seems to be the worst alternative. It will cost too much and be too disruptive to the already traffic "mess" that exists. We live on the stretch of road that is 20/26, between Dagsboro's traffic light and Armory Road. This plan will essentially eradicate our home / land that we have had for 38 years. Many of the farms that will be affected are not large grain farms, but smaller, alternative parcels that will be greatly affected. You can do better.
Keith A. Jones	Property Taking	Comment Form	I was going to retire in Millsboro next to the pond but the Blue Route is scheduled to go right through the driveway where my home is being built.
No Name	Oppose Blue Route, Cost, In Favor of Improvements to Route 113	Comment Form	I am opposed to the proposed "blue route". It does not serve the needs of the people who live and work in the area. The cost is totally prohibitive let alone the environmental degradation that it will create. Keep any improvements on the current ROW of US 113. That is where flow is going to occur.
Robin Caporaletti and Gary Clark	Property Taking	Comment Form	In all proposed plans, our home on 10 acres will be acquired by the project. I know the bypass is needed as we cannot enter or leave our driveway on 113. Do we have to wait 10-20 years to turn property over to state? Can we sell the property to the state in a year or so? In several plans (not Blue) our business in Frankford will be affected. Does the state compensate for the property along with the actual business (corporation)? Hoping this bypass project starts sooner than later. Information at meeting was excellent. Spoke to several representatives and all answered my questions.
No Name	Cost, Farmland Impacts	Comment Form	What a waste of money. What an abuse of civil rights (no forewarning to residents). Where were the Schell brothers at this meeting? Oh. They weren't adversely affected. Our kids can't inherit our farms but they will inherit this huge debt.
No Name	Oppose Blue Route,	Comment Form	I do not want this blue route! Our farm is destroyed! Our Retirement home is destroyed! Our race track is destroyed! Delaware is killing the farmer, the horseman and people's simple pleasures. You will not



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	Farmland Impacts, Property Taking		supplement our lost income for us. No means no! Why can't you get it? Not to mention our representatives are against it as well.
Robert Kurt Rosenberg	Property Taking, Cost	Comment Form	In my area, this proposal is as crazy as the original one that you tried to push through years ago. This would take away any northbound access to my business unless you went to Frankford and turned around. Also, the proposed 54 interchange would take out my property completely. Any of the 5 proposals would render my property unsellable for decades until you finally decide to take it for "fair market value". I intend to fight these alternatives as they stand as do my adjoining land holders. The simple things (most cost effective also) would be to just bypass Millsboro and forget the rest of the craziness where there is not a problem and will be many many years before there "might" be one.
No Name	Oppose Blue Route, Water Resources	Comment Form	Please don't destroy our farms with the blue route. This route is an accident waiting to happen. Too many bridges and overpasses. The impacts to the watershed would be devastating. DelDOT needs to listen to the people and stop this blue route.
Chris Brandt	Oppose Blue Route	Comment Form	I find no need for the Blue Route. Take the money and invest in improving roads that exist now, being as you can't take care of the ones you have. Excess funds could be used to add more law enforcement or public transportation. I am sure traffic will improve if law enforcement is visible. You should limit development to control traffic rather than pave more of the state. You should be protecting Delaware property owners and business rather than bulldozing them for out of state tourist revenue. I can't believe my taxes pay for this.
Kelly Skrzec	Oppose Blue Route, Traffic, Water Resources	Comment Form	If the slower traffic would stay to the right and stop tying up traffic, get signs on 113 telling them to stay right laned, also have officers pull the cars over and ticket them. With the blue route, 7 bridges will be built and ruin our waterways! The salt and debris and dirt from the cars will then fall into the water. We are already seeing a decline in the fish and crabs. I can't imagine what it would be when this goes into effect. No blue route
Mary and Dale Jacobs	Oppose Project	Comment Form	We are against this project. Use Delaware finances responsibly- Upgrade our existing roads and highways. Do not use federal funding- the feds are inept at handling money so don't let Delaware follow their lead. No bypass, blue or any other color, it makes no sense! Please think of the people of Sussex County (the voters) not tourists that are used to traffic anyway. We are against this project.
William J. Wouden/Roots Landscaping	Land Use, Farmland Impacts	Comment Form	This project has really caused a stir in the Frankford / Selbyville area. My family's farm (Parker Farm) will be greatly impacted as well as my business, Roots Landscaping located on Rt 113 south bound 36226 Dupont blvd. In my travel for work, landscaping I drive 100-150 miles per day from Selbyville to Fenwick, to Lewes, to Millsboro and back to Selbyville over Route 113 is a wonderful highway. The only problems are at Route 24, Rt 26 intersections because everyone is going to the beach and it's gridlocked all the way to the beach no matter which way we should go. This is a good thing! It is the only income to these areas! We should be thankful! I think we, the state, has spent enough money already. Please do not change our way of life!



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Sam Smiley	In Favor of Blue Route	Comment Form	In my opinion the blue route would be the best choice. I base this on the info presented at the public hearing in Selbyville. I also believe that the blue alternative to relieve congestion and improve safety for drivers using this part of US 113.
Katharine Cropper	Oppose Project	Comment Form	I am 100 percent against the projected change to our highways between Selbyville, Dagsboro, and Frankford. Our wished are totally not being listened to. DelDOT is doing what they please to heck with what Sussex Co wants. They think they are in a better position to tell Southern DE what is best for us. They don't care, it's a job. No, don't let it happen!
Ronald and Sharon Fantini	Oppose Project, In Favor of Improvements to Route 113	Comment Form	Stop this project. Stop building the Blue Route- Red Route- Yellow Route- Purple Route- Green Route. Fix existing Route 113 to handle the 100 days of summer traffic, add 2 more lanes to 113.
Amy Elliott	Oppose Blue Route, Farmland Impacts, Land Use, In Favor of Improvements to Route 113	Comment Form	I, Amy Elliott, oppose the preferred Blue Alternative route. This Route directly affects my family farm. The farm consists of poultry, a tree farm, and numerous acreage is used to grow crops. The Eastern Bypass will go directly through the middle of all of it. For those of you who do not know what agriculture is, it's the act and production of crops and livestock on a farm, it's the backbone of our economic system. This bypass will go through several farms and have a huge impact on the families that have been farming them for years. It is our business and income. Route 113 can be expanded in Millsboro by using the wide median in the center. It was given to Millsboro by the Dupont family. USE IT. This is an expensive highway to nowhere.
Tabitha Johnigen	Oppose Project, Land Use	Comment Form	Our family is completely outraged that DelDOT / Sussex County would (Expletive deleted) over its locals and even consider doing a project of this proportion! Stupid. This county is comprised of beautiful forestry and farmland, the way most locals make a living for themselves. DelDOT can go shove it if they think Sussex County-ians are going to think this is fine to do. Us locals are not a bunch of redneck buffoons. DelDOT will not use this. I am commenting on my future, my property / farmlad off ninefoot road and my children's future. Take this project money and use it elsewhere. (Expletive deleted) DelDOT and Sussex County for betraying all the citizens. Keep the country country!
A.C. Milford	Oppose Project	Comment Form	If you want to move traffic more just widen the roads. Costs less money and does not hurt the business owners. The bypass around Dover made a lot of stores to close. We don't need this to happen here. We don't need overpasses or cloverleaves and we don't want tolls. I vote no to it all.
Bob Campbell	Modifications to Alternative	Comment Form	The Purple Alternative: With the Route 24 connection – look at modifying the Purple Alternative to reduce the impacts of the develoments on the south end. Go more towards the “west lands” than resident homes. From Millsboro Chicken Hatchery south to Iron Branch, along wetlands, past Dyer property and south of Kersey's Evergreen Acres and hook back up to Route 113 south.



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Name of Individual/ Agency/ Legislative Entity	Comment Issue	Comment Type	Comment
W. Johnson	In Favor of Yellow Alternative, and Modifications to Alternative	Comment Form	I wish to comment on the different routes and the one that I prefer. I like the Yellow and use the existing 113 as an interstate. To Delaware and Maryland line, have road off interstate 113. Bypass Millsboro and out to Route 24. Finalize the route 24 to beach. Also do the same things to Dagsboro to Route 26 to the beach used highway to Bethany Beach. Have access road like the yellow alternative. Thank you, I have other ideas but I am 80 years old and get tired of writing.
No Name	In Favor of Green Alternative	Comment Form	The Green alternative seems better for people living here. It travels over unused (no houses) areas (mostly). The other ones come close to houses. Yellow alternative is good but will upset traffic patterns while built and probably take longer to build. Purple: ditto on traffic and counterproductive for small area off of 113. Red: high school? Blue seems expensive.
Scott Rogers	In Favor of Bypass around Millsboro	Comment Form	I have traveled from home to the beach for 21 years. In that time I've noticed that traffic in and around Millsboro has tripled. In saying that, I'm in favor of any route around Millsboro to alleviate the traffic. With that being said, any highway built needs to have at least three lanes each way. What really needs to happen is an east/west highway from Route 50 north of eastward and across to the Rehoboth area. This will really alleviate the traffic, even north and south.
Barry James Weller	Land Use, In Favor of Improvements to Route 113	Comment Form	As a resident of Dagsboro, Del (County life) what a beautiful county setting, peaceful, safe, a little piece of heaven and to tear up handed down properties for the sake of tourists going to the beach that makes me sick. What about us, the taxpayers, hardworking people who work the land and care about the area we live in. To turn beautiful countryside into numerous highway is appalling. Remember, no farms no food. Why not widen 113 and widen it instead of taking away hard working -tax paying- citizens of Delaware.
No Name	Traffic	Comment Form	After reviewing the Georgetown proposal it seems the Georgetown design just pushes the traffic to Millsboro. Currently, the same traffic that Millsboro has Georgetown has, but the designs are dramatically different. The designs for Millsboro are strictly for tourists. The Route 24 issue through Millsboro remains an issue after the proposed roads are built. Residents east of Millsboro still need 24 to get to work, town or west of 113. Route 113 has the biggest backup during the summer, but it is only for three months. Representatives have allowed us to get to this point and now want the residents to pay the cost. Stop the old timer grow, get some good paying jobs, and save our farms, waters, and views.
John T. Moore	Oppose Blue Alternative, In Favor of Green Alternative	Comment Form	I do not support the Blue Alternative due to the water crossings and impact on wetlands. I would support expansion of the existing roadway (113) as long as access is provided for business. The Green Alternative seems to be the most practical route. It is unfortunate that the working group did not support it.
Viola Wilgus Hagsbery	In Favor of the Red then the Blue Alternative	Comment Form	I support the bypass and the Red Alternative (1 st) or Blue Alternative (2 nd). Definitely support the Red then Blue Bypass.



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Logan Mason	Wildlife, RTE Species	Comment Form	My family owns 60 acres that is adjacent to the wildlife area of concern and no one has ever been to our property to look for endangered species. This is my 2 nd time making a comment asking for an environmental study. Please don't make these decisions for what's best for developers consider the species that don't have a voice. It is a shame that DNREC is not here tonight to explain their stance on the environmental impact of all proposed routes. There seems to be an obvious choice for an alternative route if you have actually walked the land in question, of which I have for more than 30 years.
Andrew Mason	RTE Species	Comment Form	Our family owns 60 acres exactly adjacent to the wildlife area of concern, and we've never been contacted by anyone to study for endangered species. We ask that you don't decide in favor of developers but consider species that don't have a voice Why isn't DNREC present to explain their stance on the environmental impact of these proposed routes?
Lucinda Mancuso	In Favor of Improvements to Route 113, Property Taking	Comment Form	I understand the need to consider alternatives to the current traffic congestion in downtown Millsboro, but feel the developers have not considered all the impacts to people who will be affected. My family lives on Betts Pond Road very close to the juncture of all new proposed highways and will be impacted by all proposal routes. My concern: All proposals have highway north and west of my property within feet of my home and have traffic able to exit the highway directly onto Betts Pond Road. Has anyone on the development committee driven the road? It cannot handle more traffic and if the road is modified to handle increased volumes, that will "highway lock" my property on all sides (Bretts Pond Rd is marked incorrectly on Green Route Alternative). Would you want to live there? If the "preferred blue route alternative" is the only alternative move it north (using state land). Preferred the online alternative and modify existing roads to accommodate increased lanes and provide access to businesses.
No Name	In Favor of Yellow Route and Improving Route 113	Comment Form	I vote for yellow Route. Improve the existing 113
No Name	In Favor of Blue Route	Comment Form	Blue route seems to make the most sense to deal with the east/west traffic through Millsboro. It would provide a better flow of traffic for Route 24 and Route 26
Leslie Wardell	Property Taking	Comment Form	This project will impact my home and property. I live at the junctions of Hudson and Piney Neck Road where they are projected to merge. I realize that the project is years away but I have concerns about maintaining my property value should I choose to sell it in the next few years with this looming over it.
Linda L. Rutt	Oppose Project, Cost	Comment Form	I strongly oppose this whole project. Millions of dollars to be spent just so the people in Bethany get to the "summer place" 15 or 30 minutes sooner, is too high a cost to "us locals". I doubt that all the funds for the project are already in an account waiting to be tapped, which leads to believe "we locals" are going to pay "double" just for the sake of the Bethany "summer". The other alternative shows going to close to the Dopbous Church of God, of which I am a member. So this definitely a "no vote" for the entire project. If the state has



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			all these funds that they don't know what to do with- I like to start a shelter for the homeless and I see good, just the money to better use.
G. L. Mitchell	In Favor of the Blue Alternative	Comment Form	I prefer the Blue Alternative. We need a bypass route that minimizes the changes to Route 113 as it is now. Route 113 works fine now but we do need a bypass of 113 to reduce congestion.
Charles and Ethel Lewis	Property Taking	Comment Form	We did not receive any notices of our property being impacted.
No Name	Modification to Alternative	Comment Form	Has anyone thought about retiming the traffic light through Millsboro?
Franklin and Karen Blakely	Modification to Alternative	Comment Form	There is a current, critical need for some changes at Hollyville and Route 24. It is very dangerous to turn onto Hollyville at East Bound 24. People go around cars, entering, turning into the right turn lane. There have been many accidents and thousands more "near misses" at this intersection. It is also almost impossible to make a left turn from Hollyville onto 24 which backs up traffic on Hollyville because there is no right turn lane. This cannot wait until an alternative route decision has been made.
Franklin and Karen Blakely	Oppose Blue Route, In Favor of Modified Yellow Route	Comment Form	It does not make sense to create the blue route. Having several bridges to build and maintain only to create a longer route around the town. The yellow route with some changes seems to make the lowest cost, lowest impact, most logical option. The current problems are with continuous flow on 113 and the back up on route 24 through town. Although I think the intersection on the part of road re-routing route 24 need some continued planning – for example why not move the road to avoid 2 bridges over Millsboro Pond. The intersections with Road 30 and Hollyville Road could propose further delays depending on lights and timing. The road should also continue behind Mountaire before re-entering current Route 24 with an exit for trucks into Mountaire. Keeping Route 113 through the towns with access to local businesses will help the towns financially. Keep online by with access to businesses. .
George and Eleanora Musgrove	Oppose Blue Route, In Favor of Bypass around Millsboro	Comment Form	I am very much opposed to the Blue Bypass. I would be in favor of the north bypass as Mr. Hocker has suggested.
Barry Koch Oppose Blue Route, suggest listening to state representatives and senators	Oppose Project, Farmland Impacts	Comment Form	My recommendation is that our Sussex County state representatives and state senators have lived here all their lives, they have studied the proposal routes and I believe that they have a better solution than the current DelDOT proposals. The current proposals impact too many family farms of long histories (Century Farms), etc. Please consider the impact on current residents. If a portion of the reasons for the new roads is to get more people to Bethany Beach and Fenwick, I submit that once the people arrive there is only so much human density that the limited amount of area (land) can even "hold". DelDOT does not need to pursue this land grab.



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Gerald and Brenda Linkerhof	In Favor of Blue Route	Comment Form	My wife and I strongly recommend the blue option.
Barbara Daisey	Oppose Project	Comment Form	I don't understand the point of our elected representatives. They are appointed to serve and speak on our behalf. They are stating that this is not what the people that live here want so why is there the need for anyone to speak for or against. The majority don't want this. Listen to our representative. This is absurd. The state wants to ram this on us regardless of what the people say or want!
Darrick Elliott	Oppose the Blue Route, In Favor of Yellow Route, Farmland Impacts, Land Use	Survey	I am writing this letter with great concern for the projected blue route that has been proposed. I am a current residence of Dagsboro and have been my whole life. I understand the worry of traffic concerns for the future and agree that some changes should be made. However, I do not feel the BLUE route is the best choice. I feel that taking an Eastern route of 113 is not the fix. This is a very complicated project with 5 bridges and 9 overpasses that will affect many communities, residences, businesses, farmers, and it's untold what it will do to our environment. What I would like to see done is to expand on the existing 113 already in place. I would be in favor of the Yellow route, with the expansion of the lanes and easier access to our major East/West routes (54,26,24). I still feel that 113 could be designed in such a way to allow traffic to flow and still have access to our local business. I never worried that my immediate family would be directly affected in such a way. If the blue route was to pass, that's exactly the case, affected in every way. My father-in-law, who's a respected poultry farmer, will lose 7 of his 10 chicken houses, 4 irrigated farm fields will be destroyed, and a tree farm will no longer exist. My brother-in-law will have his farm land that he hoped to one day build his house on taken with no use of the remaining land. Farmer's livelihood and the way they conduct their businesses would be forever changed. My children will grow up just several hundred yards from where this route will pass through and they will not know this beautiful, quiet area that now exist. What makes Dagsboro and the lower eastern shore of Sussex County what it is today will forever be lost. I hope that the proposal of the Blue route is reconsidered and an alternative solution can be found.
Dennis Chorman	Farmland Impacts, Property Taking	Survey	I would like to be contacted by Deldot. We are aware that our property is in direct center of where the US113 bypass is planned for future. We have a poultry farm and that will be a huge effect on us. This is our income and as well as our son's income. This is going to be a huge effect on our income and lively hood. We need to be informed about this! This is not just about moving someone from a house to relocate. we have a lifetime investment here. Please Have someone to give us more information about this!!
Damian M. Jorss	Oppose Project	Survey	This will cause a huge environmental impact on our wonderful place. Also, it only benefits Millsboro. Why punish the rest of us for the Planning and Zoning which allowed such overgrowth due to huge influxes of money. This is pointless and I will fight this very hard. Very upset about how DelDOT works. Can't even fix the roads they need to maintain. And there are always five guys for one small job and one is staring at the other guys. This bypass is a huge mistake. Yes, I would like to be contacted.
Thomas and Jill Uss	In Favor of the Blue	Survey	We totally support the Blue Alternative Bypass. The beltway design has been used successfully in other cities and should be implemented in Sussex County. It will alleviate the bottlenecked traffic on Route 24 through the



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	Alternative, SCEA		town of Millsboro by placing the poultry trucks on an expressway with easy access to the Mountaire production facility on Route 24. It will have no negative impact on existing traffic on Route 113 during construction. Once the by-pass is completed, motorists will have the choice to take the business route to shop or dine when they so desire. The Blue Alternative keeps Route 113 as a business corridor with traffic lights that enable shoppers to safely access malls and professional offices. As a raised, limited-access road, the on-line option will cut the town of Millsboro in two. The ramp, just south of Betts Pond, will lead to an access road that will parallel the highway. Southbound motorists will have to exit here to access any businesses between Route 24 and Betts Pond. If the exit is missed, there will not be an alternative for several miles. The road widening and access road may infringe on the existing business properties. The ramp will result in the loss of at least two businesses and cut into a small development with the loss of some homes. Without the visibility and easy access from Route 113 some of the existing businesses will fail and the commercial value of these properties will be diminished. This will necessitate the need for more business development on Route 24 and areas around the next interchange to the south on Route 113. As long as land is sold to developers, the towns will have to provide services and attract more businesses to provide for the new residents. The on-alignment project will have to be completed in sections while the road is still in use for travel. This will take years and lead to more hardship for the businesses on Rt. 113. In addition, the traffic during the summer months will be a nightmare. Doing nothing is not an option.
Christine Lewis	Oppose Blue Route, Land Use, Traffic	Survey	I am a long time resident of lower Sussex county, and a business owner in Millsboro on route 113. I am strongly AGAINST the bypass. Any kind of limited access highway through our farmland takes away from our way of life. If I wanted to live in a city, I would be somewhere else. I choose to live here. We enjoy a quiet, simple life here in lower Sussex county. A huge highway would take away from the atmosphere we chose. The noise and pollution would increase, not to mention the eyesore it would create. I understand and appreciate the economic boost the tourists bring, but this is OUR home, and we don't want or need a limited access highway. If it takes the tourists a little extra time to get to the beach, so be it. We do not need a bypass highway for three months out of twelve. I agree we do need to address traffic issues in Millsboro and with route 24. I also agree we might need to include Dagsboro in that too. A limited access highway is NOT the answer. The traffic issues in Millsboro are a year round problem. However, the rest of our roads suffice for our local population. My business is not reliant on tourists, but alot of businesses are, and they need the tourist traffic. I can't imagine the ugliness of a limited access highway in our little slice of heaven. Thank you for the opportunity to express my opinion.
Mary Price	Oppose Bypass	Survey	It makes absolutely no sense to just bypass Millsboro to come back on the same road 113 - that's where the bottleneck will be. You have to take it west over to 404 somehow. I realize something has to be done as I live on Hickory Hill Road and in the summer this small road is crowded with people trying to bypass Millsboro. Hickory Hill, Radish Rd and Hanby Rd have no shoulders and are only 2 lane roads...very dangerous especially with the increase in traffic. I couldn't tell from the maps exactly WHERE the Blue Road is going since the maps do not have detailed roads listed. I will be at the meeting.



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Suzanne Frock	Oppose Project, Traffic	Survey	I just recently read that the issue of a RT 113 bypass has reared its head again and I wanted to comment. I do not live in Delaware, however, I have been driving from Maryland to the Fenwick Island area for the past 40 years every weekend from April to October and also on numerous weekends/holidays to visit my parents who purchased property in Selbyville/Fenwick in 1983. This property is in a family trust and I will continue to visit the area on a very regular basis. I experience the traffic on 113 just like everyone else and it adds approximately 20 minutes to the commute both coming and going ONLY during the high season of July and August. The fact that you are considering re-routing this traffic through property and disrupting lives is beyond my comprehension. In addition, the loss of business for those on 113 will probably be staggering and it is difficult enough these days to make a living. The bottleneck is so small in either direction that I would think a simpler solution should be available. I can tell you that the biggest problem that has added to the congestion has been the Lowe's/BJ's shopping complex. I am sure you know this already but I will tell you that there have been numerous weekends that I have sat at red lights on 113 with no traffic at the side intersections. Please reconsider your decision to construct a bypass and try to work on a solution to move traffic on 113 -- it is only a matter of a couple of miles --- maybe just another lane that would be used eastbound/south on Fridays and westbound/north on Sundays?? Thank you for your time and allowing for comments on this project.
Gerald O. Moore	Oppose Blue Route, Farmland Impacts, Property Taking, In Favor of Improvements to Route 113	Survey	I am completely OPPOSED to this bypass. I do not understand why we are at this point! Every Legislator in Sussex County is against this and have publicly stated that they will not fund the Blue Route. I own a farm east of Frankford, the Blue route would cut right through it. It will destroy my cropland, my racetrack, two homes and a barn on my property. I was under the impression that this north south project was dead. I had not heard anything about it in 3 years, so decided to build my dream home on this property. The state had no trouble issuing a building permit in April 2013 for the construction of our dream home. Then on August 16th I am reading an online newspaper and I read that DelDOT is pushing this project again! What! Why if there is no support from the public and the Legislators would DelDOT start up again on this? DelDOT not only resurrected this study but they chose the "Blue Route". Why not just work with what the state already has and improve the current 113. It would cost a great deal less and would not destroy farmland and peoples livelihoods!
Douglas A. Pusey, Rene Pusey	Oppose Bypass, In Favor of Improvements to Route 113	Survey	My husband and I have been property owners on Parker Road in Frankford for over twenty years. We do not feel that our area would greatly benefit from the proposed US 113 bypass. It is our view that the current traffic count along US 113 does not warrant the construction of a bypass. However, we do agree that changes could be made to US 113 to make it safer and improve traffic flow. The only time there's a traffic issue on US 113 in Millsboro is during the summer months. We understand there is a proposed DelDOT improvement for the intersection of US 113 and Dagsboro Road which would improve the summer traffic congestion in that area. Please consider improving the existing US 113 and consider the no build alternative as the "residents choice". Thank you.
Al and Lucy Buchanan	Oppose Blue Route, Cost,	Survey	RE: US 113 "blue" etc project proposal. I We are totally NOT in favor of this wastefull (sic) boondoggle. Too spend this amount of \$\$\$ for what really is a 10 week problem, just to get tourists faster to Ocean City, MD is



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	Farmland Impacts, Water Resources,		ludicrous to be kind. To endanger pristine waterways, forest land and valuable farmland is beyond pale. Just to "speed" up traffic? Come now, surely we can spend these dollars more wisely. Also if the current "repaving" project is any indication of how it will be done, spare us from that disaster. Driven from 113 to East on 24 lately? They've left a nice pot hole off the intersection, which they created by "grinding", an accident waiting to happen. Try getting into businesses on Southbound 113 you will need front end alignment. Since April???? Let's get that straightened out THEN come back with an alternative that does not destroy wetlands and private property. Until then NO 113 CHANGES, NOW OR IN FUTURE.
No Name	Oppose Bypass, Property Taking	Survey	I think the by-pass will not solve the problem regarding traffic. It will only re-route the traffic. By installing the by-passes you will cause homeowners (approximately over 300) to be inconvenienced with their homes being moved and business owners to possibly lose their businesses. Obviously in my opinion, this is not be taken into consideration. I hear on TV there are other alternative measures but this is the best solution...well I think your solution stinks. Put yourself in this position if it were to affect you...you would not want it done. I am sure you will be getting a lot of negative feedback and I am hoping (since I live in Dagsboro very close to Rte 26 and off of Rte 20) that you will reconsider what the people are telling you. You have traffic congestion on Rte 1 in the Rehoboth area and there is nothing being said about that area. Please listen to the people who will be affected and reconsider your alternative solutions. Thank you.
No Name	Oppose Project, Farmland Impacts, SCEA	Survey	SAY GOODBYE to the businesses that will be bypassed with this road. You all have your jobs secured. This is our lively hood and many of us will be out of a business thanks to the change in the traffic pattern. Not to mention the farmers that will lose their farmland and livelihood as well. I thought we need green to keep this earth healthy. It appears that is NOT in anyone agenda that is onboard with this building of the roadways. The only interest it appears is the beach traffic that is ONLY THREE MONTHS A YEAR. I don't know why I'm getting all worked up about this. Government will do what government wants no matter what! So we pay our taxes to you the establishment and we really have no say! So thanks for nothing but an empty pocketbook.
Mary Jacobs	Oppose Project, Water Resources, SCEA	Survey	It seems to be a big waste of money (our taxes) to add another road "by-pass" to accommodate tourists for 3 months out of the year. If anything is done, widening a few of the roads going from 113 east may help. But to add additional roads... purchasing land, building bridges, etc. is just plain waste! Hopefully DelDOT is not continuing to pay people not to develop their property. I don't think the tourist traffic will increase over the years because there are not a great number of additional places that can be built and/or accommodate them. Delaware needs to stop providing what was protected beach land to developers. This is ecologically unsustainable! To continue uncontrolled building will cause our peninsula will end up like Long Island, New York.



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Justen Albright	Oppose Project, Farmland Impacts, SCEA	Survey	Personally I think this is a terrible idea. It will destroy thousands of acres of farm land in eastern Sussex county. The only time congestion is an issue is on weekends during the summer. This is 3 days a week for 3 months a year! Why spend millions of dollars on something that will cost thousands of people money, land, and careers for decrease in travel time? Makes no sense! If there is any logical solution it would be to simply add an extra lane to each side of the highway. Even then who knows if that will work. Look at the NJ turnpike, 4 lanes of travel that can get backed up for hours at a time. I take 113 to and from work every day and have no problem. Summer, winter, spring, fall no matter what season it is it still takes about 30 minutes each way. A bypass would only decrease travel time by maybe 5 minutes. To lose all the acres of land, all the small town local business, and all the residents who have lived here for generations is not worth 5 minutes less commute to work each day! We need to protect this area! Protect the locals! Protect the farms!
No Name	In Favor of Bypass around Millsboro	Survey	I believe, the Bypass for Millsboro, as proposed is well thought out to take advantage of Routes 24, 20, and 113. It should eliminate much of the beach backup.
William Hoban	New Alternative	Survey	The problem is where the congestion originates from which is tourists from the northern states traveling to and from the beaches. Instead of wasting all the money and time and destroying all the properties I propose building a Bay Bridge Tunnel from NJ to Delaware. A direct route from the northern states to the beaches. This will get rid of much of the congestion from Milford down. The Cape May Lewes Ferry system has proved to be unsuccessful. Sell the ferries... Build a bridge... Problem gone...No jobs lost for DRBA employees working the Ferry. Faster route of travel north and south. NJ also wins with this... Widening of Route One is probably the biggest con. Many many pros.
Crystal Yerkes	In Favor of Improvements to Route 113	Survey	With so much controversy about people losing their property why couldn't the state look into taking out the median and making it 3 lanes each way with a cement barrier dividing highway. I know you would have to take out the turn around lanes - people will have to go a bit further to lights to make a turn around.
Billy and Katherine Webb	Traffic, Property Taking	Survey	We wish to make our opinion known that we do oppose this project as it will pass through our home of 20 years. In ten years we will be 67 & 76 years old and do not wish to have to go through the process of relocating at that age. We choose to locate back off of Rte. 24 as the rumors over the years was to duelize that road. We can't see how funneling 5 lanes of traffic (2 north of Millsboro, 2 south of Millsboro, and 1 coming through Millsboro) to one lane east of Millsboro back onto SR24 is going to solve the traffic problem. It is only going to bottle neck. It just moves the congestion to another area. I do believe there is a need for some kind of bypass but it needs to be at least 2 to 3 lanes all the way to Rte.1 to be at least partially beneficial. I think there could be another way to do this without all the expense of building 5 bridges, one longer than the Indian River bridge. We are on the northern end of the project just east of Millsboro Pond and would like to know if this project moves forward is there a process where we could sell to the state now. I feel we will be better suited to relocate now as in ten years my husband will be 76?



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Terry and Deborah Miller	Traffic, Oppose Improvements south of Millsboro	Survey	We are totally against any changes in US 113 south of Millsboro that would disrupt the properties and lives of those living in or by the corridor. We acknowledge the bottleneck that occurs in Millsboro during peak travel times. There is not a problem south of Millsboro, or in the foreseeable future that plans seen at the workshop would lessen. I understand the necessity of planning, but the studies of the future traffic flow is based on the past years of unprecedented growth in housing and economy, that nearly all economists say will not occur again at that level in the foreseeable future. Yet based on those years, the future predictions are made that may not reflect the actual future changing traffic patterns. Because of this, people's property and lives for them and their heirs are targeted, even if nothing is ever done on 113. This is wrong. If this was in 5 years and for sure, I could see it, but not when it is so far out, and uncertain if needed at all. I will caution that if US 113 it is made to facilitate traffic to fly through, that could end up with more congested traffic that would affect not only Sussex, but Kent, and New Castle to I-95 also. Maryland is already planning the dueling of 113 between Snow hill and Berlin. Once the flow of traffic on Virginia 13 and MD- DE 113 becomes an alternative to the I-95 corridor around Washington and Baltimore, I don't think many would disagree what would happen. Dealing with our own beach resort traffic is one thing, but making it inviting to become a shorter way through I-95 would defeat what the study is trying to do, and change Delaware forever in a not positive way, with all that would bring. My spouse and I are for finding a workable solution to ease traffic congestion in Millsboro, but do not see any foreseeable need in anything south of that, and are against the Dagsboro-Frankford bypass and 113 south of that plans.
Bill Tattersal	In Favor of the Green or Yellow Alternative, SCEA	Survey	I attended the September 19 meeting in Selbyville and have the following comments: 1. It appears that the main concern is the Millsboro area. That being said, the entire blue route appears to impact more farmland and very significantly affect threatened and endangered species. It would appear to me that a simple western bypass such as the green route would accomplish most of the goals with lesser impact and cost. 2. I find it difficult to imagine that the amount of construction required by the blue route would not far exceed any benefits. 3. I feel that there is a limit to how much growth the entire area will support regardless of any improved traffic flow and don't see the blue route as beneficial to local traffic. 4. The green or yellow would be my overwhelming choice.



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Patricia Tolson	Oppose Project	Survey	This project has been in the works for too long. You expect anyone to say they want this in their back yard?? Really? We moved here 23 yrs. ago to escape the traffic that was in New Castle County. Now, you want to bring that back on to us in the form of this bypass. We live near Mountaire and before they took it over Townsend. We know the smell of the chicken plant at certain times. We understand the farm equipment traveling on this road at certain times during the year. What we're NOT interested in is having mega amounts of chicken trucks coming down Hollyville Road along with all of the other traffic we have now. Do you comprehend the traffic that travels this road every day? We have ambulances traveling this road because it's the quickest way to Beebe Medical Center in Lewes. As I told you before, we have farm equipment which holds up traffic because it's so huge. We have people traveling from west to east and east to west for work every single day, and you want to make it more heavily traveled? And what happens in a short amount of time when this "blue route" isn't going to be big enough? Then, you're going to ask more from us until we end up with a four lane highway in front of our house in Sussex County just like we had in New Castle County. We came here from a four lane highway where we had traffic all day and all night and that's exactly what we will have again if you put this blue route into practice. Governor Markel said he is shelving this program if he hears the people don't want it, and I am here to tell you the people don't want the blue, green, yellow, red or purple route. We want to be left alone, and you would also if it was in YOUR back yard. Governor Markell please shut this project down, the people who have voted you into office don't want it.
David Mancuso	Oppose Bypass of 113, Cost, Traffic, Modification to Alternative	Survey	I do not feel we need the additional highway and my reason is as follows: too fricken expensive!!! \$800 million that will cost \$1.2 billion when they decide to build it in 10 year. 150 + houses removed and 150 families uplifted? Save the taxpayers some money and headaches. Why do we want to build a road and many bridges to nowhere? The local population knows when and when not to use Route 113. We all know how to use alternative routes/back roads during the peak season. Most importantly during an emergency. Why can't you widen the median strip to one more lane? Have you ever noticed how wide this strip is? You can definitely accommodate two more lanes. It seems that when they constructed Route 113 they built it wide enough to make additional changes in the future. This is now the future. This by-pass could create a severe economic impact to the businesses on Route 113. Why do we want to redirect the (tourist) traffic away from the towns so that the tourists can get to Ocean City five minutes faster??? Can't we support the current local infrastructure in the small towns of Millsboro, Dagsboro and Frankford so we can accommodate the beach traffic? These towns can be a part of the touron's destination. Millsboro offers many good restaurants and amenities. Think of the new name we can have----"North of the Border" Have you been to the Wawa in Millsboro lately? Have you seen all of the out-of-state license plates in the parking lot? PA, NJ, NY, CT, MD, VA, DC and let's not forget our neighbors north of us--Ontario & Quebec too!!!! I have not met one resident who is interested in this highway!! I feel there is an ulterior motive pushing this highway project and it is not to safely redirect the tourists during an emergency. Could it be influence from road construction contractors or from the poultry plant? The highway seems to go directly passed the Mountaire poultry plant. Could this whole project be a



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			glorified truck route for Mountaire? If they have to build this thing--- if possible why can't they go a little further north to construct in state owned lands such as around the Stockley Center? The state already owns it!!
No Name	Public Outreach	Survey	Here is a video with actual footage from the Dagsboro Town Council Meeting on August 22, 2013. I feel this video is extremely indicative of how "seriously" public opinion has been taken into consideration by this project during the previous 10 years. http://youtube/Wl0yhyEK9vA
Kim Tephabock	Oppose All Alternatives	Survey	The Dagsboro Church of God is not comfortable with giving our support to the project in its current form. The plans either direct too much traffic away from us or make our access too difficult to be practical.
Kim and Priscilla Tephabock	Oppose Southern Portion of Bypass, Water Resources, Traffic	Survey	We are not in favor of the southern part of the bypass being approved. The eastern route affects our property due to traffic concerns in the front. The ramp comes within several hundred feet of our border requiring us to notify purchasers. The entire area of the Pepper Creek crossing is a watershed with hydric soils and springs. If approved, my property with high well drained soils and low wetlands would make a perfect mitigating area.
Jessica Wiggins	Traffic, Modification to Alternative – truck route, In Favor of Project	Survey	As a downtown business owner in Millsboro I recognize the need for an alternative traffic route for Western Sussex County. The amount of industrial traffic that travels through our small town is beyond excessive. I also acknowledge the influx of tourist traffic in the warmer months that makes local traveling difficult. I understand that the Blue Route has had the necessary studies done and meets the requirements of the environmental groups and although incredibly costly, it doesn't make sense to waste any more time researching alternative routes that could further delay what is absolutely necessary. I do wish a simplistic 'truck route' was a possibility but I understand that the problem goes well beyond Millsboro. I do not feel that the Blue Route, when completed, would effect my business negatively. In fact, I believe that eliminating the congestion downtown would benefit my business as we do not draw our clientele from the thoroughfare that presently exists. I have heard a few complain of the costs associated with this project but change and progress are inevitable and prolonging this process will only cost the taxpayers more in the end with rising property costs and cost of goods and the lack of federal funding. An alternative route is definitely needed....now. If the Blue Route is the best option for the majority, which based on the facts I have received sounds convincing, then the needs of the few must be dismissed. I hope those that take the time to complete this survey base their opinion on facts and not heated emotion.
Apparao Checka	Oppose Project, SCEA, Traffic	Survey	I bought a business in Millsboro. I moved to Millsboro two months ago. This is on 113 North in Millsboro. I would like to make the following comments. There are lot of businesses that depend on this traffic. And the traffic is seasonal between June-August of every year. Also this route is busy only during the weekend. After that it is normal in this route. You already know this as the toll on Route 1 increases during the peak times. The winter is horrible. We small business people depend on the summer. I do not see the purpose for the alternate route. There is a lot of population growth in this route. You have all the statistics, I need not inform you about



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			this. As locals we know when to avoid this traffic and when to use the in roads. If this is approved then there will be a big economy impact on this route. You can look into increasing the lanes to spread the traffic.
M. P. Titus	Oppose Blue Route, Farmland Impacts, Public Outreach, Land Use, Community Facilities	Survey	<p>I would like to register my strong opposition to the proposed Blue Alternative for the Route 113 North/South Study, which would substantially reshape the area from Millsboro to Selbyville in years to come. As a lifelong visitor to the area, a resident of the area for 13 years and a resident and property owner in Frankford for four years (and in Ocean View for eight years prior to that), I cannot begin to express the negative impact of the proposed changes to the Route 113 corridor. While some kind of change may be needed in the Route 113/Route 24 intersection area of Millsboro, or possibly even the Route 20/Route 113 intersection area, the Blue Alternative, as a whole, is not the answer to the problems found there, nor is it needed for the section of Route 113 south of Millsboro to Selbyville. Having experienced traffic on this roadway at all times of day, during all times of the year, weekends and weekdays alike, I know the road has a substantial amount of traffic. However, only in Millsboro itself has there ever been any real issue with traffic volume. But a bypass around Millsboro would be only the smallest change the proposed new highway path would make to the area, not the least of which would be its horrific impact on small farms that have been in their families for many generations, dividing them up and preventing farmers from efficiently using them and thus discouraging their younger generations from continuing to farm their land. The negative impact on local waterways and wildlife cannot be overestimated, nor can the resulting impact on the area's natural heritage and its draw as a scenic vacation destination. The highway would also force longtime property owners from their homes and neighborhoods, decimating the local culture and making the area just one more formerly vibrant culture that was lost to a massive roadway. Our children will also be threatened by the increased pollution from a highway coming so close to Indian River High School and all the families inconvenienced by the resulting transit headaches of trying to get from one local town to another to get to the school. The businesses already located along the Route 113 corridor, including many newly established businesses and commercial properties between Millsboro and Selbyville, would likewise be decimated by this proposed highway, their regular customers re-routed onto a limited-access highway that doesn't even pass by in eyeshot of these businesses that rely on highway level traffic in order to continue to exist and thrive. Unplanned stops at these businesses would essentially cease in their entirety, while those who would otherwise make planned trips to them would be forced to reconsider doing so, due to the additional time and hassle involved in getting to shops no longer located on a main highway. The impact on property values for the commercial corridor would be devastating for their owners, many of which have only recently targeted the area as one for expansion, due precisely to the level of traffic the road is now seeing. Additionally, I believe that --despite the valiant efforts of some of our local media -- many residents of the area, and many more of its non-resident property owners are unaware of what the Blue Alternative really means for the area. In some cases they are entirely unaware that the project proposal even exists. Many of them who were aware during previous discussion were told the area south of Millsboro was no longer under discussion for including in such a project and have not realized yet that they</p>



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			<p>would be affected so dramatically and negatively by the relocation of the road, its related intersections and access points and Routes 26 and 54 as they reach toward Route 113. Should the project move forward in any way, shape or form in the area south of Millsboro, I believe you will see a major backlash and public outcry as people start to see that their way of life, and in some cases their homes and businesses, would be erased by this project. Finally, relocating the main inland north-south highway in the area to the east would dramatically alter the face of our towns as we know them now and as they have long been -- in many cases for a century or more.</p> <p>Frankford, for one, would no longer be divided into a historical downtown neighborhood struggling to return to its heyday and a rural culture of farmers and small homes dotted along the countryside. Instead, Frankford would now be entirely located west of the highway -- less desirable for residents and, as a result, for property buyers, which would decimate the property values of a town where new life has only recently begun to take root after decades of downtimes. Local Realtors acknowledge that Frankford has become a hot market for the area, full of older homes waiting to be renovated by those seeking a bargain with a solid bone structure, some with large lots conducive to offering play spaces for young families, and many with established value as historical structures. To place these newly improved and increasingly thriving properties west of the new Route 113 would put an end to this, if it has not already, thanks to the proposal for the route alone. As the owner of a historic home built in 1929 and held by the same family until the owner prior to me, I cannot begin to explain the devastating effect this would have on my property value. If I value it less when it is located west of Route 113, no potential buyer is going to find its new location to do anything other than decrease its value. This is the home I planned to live in for the rest of my life. It is my largest investment. And I had hoped my grandchildren would someday grow up in this house, which I purchased in Frankford despite its farther distance from the beach, owing to the quality of the structure, its large lot, its downtown location, the burgeoning town growth, the likely increase in property values due to all of these aspects, and its proximity to the highway, while not requiring me to cross the highway to get to my workplace in Ocean View, my parents' home in Ocean View (my former home), my son's school in Ocean View, the beach and numerous other businesses and attractions to the east. No arrangement of overpasses, underpasses, limited access areas or other features can begin to allow us the same degree of access to the east as we enjoy now and expected to be able to enjoy into the foreseeable future. No arrangement of location in this eastern zone will be able to compensate for the loss of continuity of farmland, residential property and small rural businesses we have to the east, nor will it provide the ease of access to existing businesses that currently have us driving just two blocks to reach Route 113 and then quickly arrive at our destination. As I appeal to our town council to enhance the appeal of our downtown area, with its newly renovated library, modern fire hall and many historic homes, by encouraging mixed-use development of professional offices and affordable residential housing, I cannot help but acknowledge that moving Route 113 to the east of the town in its entirety will put an end to any such notions of revitalization. Frankford will die, a cluster of homes cut off from the former corridor and isolated from a new limited-access highway that would transform it into the less attractive west side, inland cousin of</p>



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			all of our wonderful little historic towns. Rather than encouraging redevelopment and revitalization, the Blue Alternative would instead sound the death knell both for our town and for the investment of every single property owner in the town, including many families that have lived in these houses for generations, black, white and Hispanic alike. Our little town is struggling to hold itself together through hard financial times, aging housing supplies, water supply issues and more, but we have done so and have shown the potential to once again become a gem among Delaware's small towns -- if only you will allow us to do so by not sticking your unneeded highway directly to our east. Looking ahead at a future with Route 113 east of my home, I have to consider whether I will want to live here into my 80s or 90s or whether I'd rather live in a state that values its older near-coastal communities enough not to pave over farmland, historic homes, communities, rivers and wildlife because of some summertime traffic headaches. The Blue Alternative is not the answer to these problems, and the problems it would cause throughout the region would be something from which the area would never recover. I beg you of you to reconsider this folly. The outcome of pursuing this project south of Millsboro would be one of the most devastating and negative responses ever seen in the state, and no one would come out a winner in the end.
Rich Collins	Oppose Blue Route, Property Taking, In Favor of Bypass around Millsboro	Survey	The blue route is a travesty. I asked about using an alternate route that wouldn't bulldoze dozens of homes and devastate hundreds of lives. In essence, I was told that a few acres of low grade mowed wetlands were more important than the lives of our citizens. The blue route will destroy any businesses on 113 or in these towns that need the customers that tourism brings. You are suggesting removing nearly every tourist dollar from Millsboro to Frankford and making sure it never returns. This entire process is broken. You've been working on, and getting paid for, an absurd plan that has no possibility of political approval. How many more years will you feed off the public working on something that no one wants? It's time to get on with sensible improvements that nearly everyone would support without destroying homes and the environment of the Millsboro Pond. This needs to be done in a timely process. It would include a bridge over the Indian River so that there is an additional way to go south without having to go through Millsboro. It's the one part of the blue route that makes sense. I offered specific suggestions the nights of the 2 hearings, but I doubt anyone was interested in any ideas that didn't support the blue route.
No Name	In Favor of Blue Route, Traffic	Survey	My wife and I reviewed the DEIS for the US 113 project and attended the public hearing on September 18. We support the Department's recommended alignment. Millsboro suffers from unreasonable traffic congestion today because there has been no planning by the County to set aside a roadway corridor to serve the numerous developments that have been approved over the past 30 years in the Millsboro area. The traffic problems in Millsboro are both in a north/south direction and an east/west direction. The proposed bypass alignment resolves both of these problems. Even though money will not be available to build the project for many years, it just makes sense to now preserve a corridor for the road in the future when the traffic problems will be much worse. The local elected town officials that spoke seem to recognize the need and the wisdom to look to the future and preserve a location for the solution. The State Legislator that spoke seemed to have no awareness of the current traffic problems nor the wisdom of setting aside an area to solve traffic problems in the future. He



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			was obviously playing to a certain crowd. The recommended alignment does an excellent job of solving traffic issues, planning for future growth and being sensitive to the environment. We taxpayers cannot afford to waste millions of dollars again by abandoning a good plan. Please proceed forward with final approval and start preserving the corridor.
No Name	In Favor of Blue Route, Traffic	Survey	I am Sussex Countian, born and raised. I am also a business owner on Route 113. Therefore, I am directly effected by the bypass. I wholeheartedly support it! Something has to be done to solve the backups and congestion on the roads. Daily tasks such as going to the Post Office and grocery shopping are nearly impossible. As a business owner, the congestion is terrible. Week after week, I watch the traffic standstills and backups. No one wants to come to Millsboro if they are going to be sitting in traffic and the traffic is just thoroughfare congestion on their way to and from. Something has to be done! The current bypass route has been studied, and studied, and studied, and studied....now let's get it done, sooner rather than later! Put the politics aside, we need it now!
Matthew Gajdos	Oppose Blue Route, SCEA, Water Resources, Community Facilities, In Favor of Improvements to Route 113	Survey	I have thought there was a need to address the transportation infrastructure in Sussex County since moving here from out of state in 2006. Route 113 does back up in the summer months due to the lack of East/ West thoroughfares. I am an EMT/Firefighter and Engineer with Dagsboro Volunteer Fire Department. I am also on the Town of Frankford's Planning and Zoning Board. I have serious concerns with the proposed Eastern route DELDOT is pushing for to assist North/South traffic along Route 113. I do not feel this route benefits the citizens or visitors of Sussex County. It absolutely does not benefit the residents and visitors of Dagsboro and Frankford. It does not assist my fire, EMS, and rescue department with responding to emergencies. It will hamper our efforts not only during the construction phase, but far after if this proposed Eastern route is built. I also strongly disagree with diverting traffic from a highway that already does not receive enough year-round for commercial business to move into the Frankford area. We have worked hard to build a community that will attract businesses and residents. The state is now proposing to bypass our town altogether. We are an economically depressed area of the state. This proposed route would effectively suffocate any hopes of economic growth to our town; and ensure we remain reliant on the state for basic services for decades to come. The route that is being proposed will also affect our sole provider of power in Sussex county, disturb wetlands, and significantly impact the farming community that our year-round economy is reliant upon. Tourism helps, but farming and the chicken industry are what really make things run down here. The route also poses issues to our Indian River School District. How will our education system and athletics be affected by building a major highway right next to the schools? Students will definitely have more than A.D.D. or A.D.H.D. to combat if construction begins so close to their place of learning. I feel the best alternative is to add a third lane along the existing highway in each direction. This is why the grass medians are so large to begin with. This will buy time until the state can fix the real issues that are the East/ West roads such as Routes 16, 9, 20, 24, 26, and 54. It will allow our communities to grow without losing businesses and having more vacant buildings. It will also prevent the bypass from being blocked with traffic when no one can exit due to back-ups on the East/West routes to and from the beach. I feel the second best alternative would be a western bypass route.



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Danielle Jarvis	Oppose Blue Route, Farmland Impacts, Land Use, Water Resources	Survey	<p>I attended the public hearing at Millsboro Civic Center and can genuinely say that I went into that hearing with an open mind because the bypass didn't directly affect my property but I also had a sincere concern that this bypass would not only harm the farming industry but life in this area as we know it. After the hearing I can without a doubt say that I am against the 113 bypass Blue Preferred Route as it stands now. As I mentioned I was already concerned about the destruction of local farms. They say landowners will be compensated but how do you replace 6, 7, 8, 15 generations worth of salaries and where does the food come from then. I became irritated when it was pointed out that the limited access highways being implemented now have already starting making this industry more difficult because farm equipment can't cross highways. Then there is the argument being made that a better evacuation plan is needed but the route goes over 5 waterways. Those areas that are generally prone to flooding just look at the Indian River Inlet bridge. And yet one of the waterway overpasses for this plan is twice as long as Indian River Inlet. Not to mention the pollutants that would be added to the waterways. Waterways that have already been damaged by current growth and natural disasters. No more crabbing, clamming, fishing. It is advertised that this would bring jobs to the area but it would only be temporary jobs to those that have the road construction contracts and in the process possibly destroy the permanent agriculture and chicken industry jobs we already have. The original requisition by public appointed officials was for research to be done on the growing traffic. One Senator had requested a study on traffic North to South and another West to East. In the very beginning of the study it starts by saying how the population in this area had doubled and expected to continue to surge but yet at least 3 people spoke at the hearing who had recently moved to this area and stated had they known this project was not dead they would have not moved here and I think that would be the general consensus for a lot of people that retire here. Those same people that purchase property and pay taxes here. They want to move away from the noise and the bypasses and stay with a simple way of life! But even with all of this I think the biggest turn off of the project is that every elected official that was in the room said that this route was nothing like what they had ever requested! In fact to back up a little bit basically the few people in the room that supported this route admitted they did so because there were no other options on the table and did not want to wait another 10 years for a viable plan to ease traffic to be brought to the table. When if DelDOT had listened to the elected officials who were speaking on behalf of the public to begin with these public hearings would now be about a viable option! Elected officials provided an alternative route that moves the project north of Millsboro still creating an additional route for 24 but not going over Millsboro Pond and eliminating the southern parts of the plan which were never supposed to be addressed. Apparently this plan was rejected because it was a Wildlife Reservation. Yet a lady that spoke who has 60 acres that adjoins that reservation says she is not aware of any environmental study that was done to support the continued protection of that land as opposed to building over 5 waterways! Oh yes then it was brought up as well about 100 foot of median/roadway in Millsboro that was donated by Mr. Dupont for the future of Delaware that could be expanded as well but that didn't make it into any of the alternative plans either! The whole idea that Deldot completely got away from what the public wanted is a hugely concerning. But perhaps it is because they had to go this route in order to make sure they used the land they acquired years</p>



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			before they were supposed to and long before even the initial steps of this process had begun. Oh yea the projected cost of this project between \$600-\$800 million, so you might as well say \$2 billion. Even if there is "federal funding" where do you think that is going to come from? I think they government could use the funding on more realistic things! Especially now more than ever. The people that live in this area have learned how to live with the 4 months of traffic that comes with living close to the beach. In order for anything this large to be swallowed perhaps there should be year round growth developed first.
No Name	Oppose Blue Route, In Favor of Improvements to Route 113	Survey	This bypass idea is very politically incorrect. Building bridges and what knots (sic) all over prime properties where if the price isn't right they will force them out either way. We wonder why we're in a government shutdown it's because of ideas such as these. The best way to resolve these problems is to add another lane and straighten out the stop signals in Millsboro.
Bryan Jones	Oppose Blue Route, In Favor of Improvements to Route 113, SCEA, Land Use	Survey	I strongly urge the state and your agency to reconsider Blue Alternative bypass plan for Millsboro - South. The entire construction project is extremely invasive to the land and the people of this area. I think that traffic could be alleviated just as easily by widening the existing Rt. 113 lanes. This way the businesses on the existing highway would still benefit from the traffic. If you create this bypass these existing businesses will suffer and eventually close. I drive from Selbyville to Georgetown five days a week for work and the only time traffic is bad is during the weekends of the summer months and on Friday afternoons and sometimes Monday mornings. Any other day of the week or time of the day the traffic is light enough to not be a problem. Using this reasoning the state is suggesting to spend millions of dollars and destroy hundreds of acres of farm land and natural spaces in order to alleviate tourist traffic for about 50 days out of the year. Locals looking to drive from Selbyville to Georgetown already know how to avoid Route 113 during these high traffic times by using secondary roads. The traffic congestion in Millsboro can be directly linked to the number of traffic lights in that short span of the highway. Perhaps if more planning was done to control the number of new lights that are installed to appease large businesses then traffic could continue to flow at a better pace. The traffic lights installed at the Lowes complex in Millsboro was not a logical decision. There is never enough traffic leaving that shopping center to fill up both traffic light intersections. A single light at the intersection of Arbys and Lowes would have performed the necessary function. South of Millsboro there no expansion of lanes or bypass construction necessary. Traffic congestion is never an issue. To use "projected growth" or "projected traffic" as a reason to spend this much time and money on a bypass project is not a smart decision. We all know that those terms are just a fancy way of saying you are guessing. If the past ten years have taught us anything it is that the economy and the real estate market can come crashing down in an instant and slow all growth down to a snail's pace. In conclusion, please do not go through with this Blue Alternative bypass project or any bypass project for that matter. The combination of Route 1, 113 and 13 act as sufficient north-south corridors to move traffic throughout Sussex County. Thank you for your time.



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Karen Bowen	Oppose Blue Route, Traffic	Survey	I vehemently oppose this project as designed in the DelDOT preferred Blue Route proposal. The idea that this roadway would move traffic to and from the beach areas more quickly is entirely ridiculous. Travelers heading to the beach areas may be able to drive from Millsboro, to and/or through Dagsboro, Frankford, and Selbyville at record speeds on this proposed route, but will then be dumped back onto the same ultra-congested two-lane roadways of Routes 24, 26, 20, and 54. If there was some preliminary construction planned to four-lane these roadways (Routes 24, 26, 20, and 54,) instead of simply "improving" them by forming an occasional turning lane, prior to even considering this type of bypass of Route 113 (in the name of moving traffic to and from the beach), this would make sense and actually be practical and beneficial in the long run, though the Blue Route would still not be my route of choice or of benefit to all travelers. This project will merely move traffic through the area to points due north and south (not east, towards the beaches.) I am not opposed to moving traffic through the area/Sussex County more quickly, especially in the event of an evacuation or other emergency, but a roadway to accomplish this task should be beneficial to ALL travelers, including ALL residents and should be more centrally located to the west of Route 113 (or elevated above the current highway.) This is the short version of my comments against the preferred Blue Route proposal and only covers the basic traffic issue rebuttals. It does not include comments regarding my extended economic, environmental, and other concerns. Do not build the Blue Route!
Theresa Ulrich	Oppose Blue Route, Traffic, Community Facilities	Survey	I am against the proposed "Blue Route" that is being considered as a bypass for Route 113 around Millsboro and Dagsboro. I live in Dagsboro and feel that it will not help with the congestion through the town. It will still bottleneck on Route 26 east of town and the alternate 26 going through town will be no different. It will hurt any businesses in town and make it impossible to get to Royal Farm, causing them to eventually close. I think the traffic lights on 113 in Millsboro should be timed so the traffic flows through better. Also, Routes 24 and 26 need to be widened and the speed limits should be raised from 25 mph to 35 mph through the towns. I also think that a bridge needs to go across the two routes between Longneck and Route 26. Also, putting an on/off ramp right next to the high school and middle school is not in the best interest of the children that attend these schools. Just because you think it looks good on paper doesn't mean that it will work in the real world. If you are concerned about getting people evacuated quickly then I don't feel that this is a good option. I am opposed to any route planned on the east side of Route 113!!
Joseph Cusick	In Favor of Blue Route, Traffic	Survey	Safety, safety & safety that's why DelDOT is proposing the 113 redo. I thought it was the tragic traffic accidents that caused the dot to make a plan for improving 113 for safety. I was traveling north @ noon on a weekday and had to make a u turn @ Ennis road. There were five south bound cars stacked up waiting to cross 113 north... and there were four to five cars trying to cross 113 north to get to either Ennis or go south on 113... and the northbound traffic was nonstop. I was a little worried making my u turn because all ten cars were there before me and kinda had the right to make their turn before me... yeah, an unsafe situation. Try coming west on Route 24 and try to cross 113 between noon and four pm on a weekday. no reason you should have to wait two or three light cycles to get on 113. What could it be like at rush hours. So don't listen to the vocal few locals who don't want change. Your job is to make the roads safe to travel for our children and



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			grandchildren. Pick the straightest route ... spend wisely, do the right thing for all the people who travel between the resorts on 113 up towards Dover... doing so will make 113 safe for locals making u turns and left hand turns and trying to get across 113. Oh yeah fewer multiple deaths @ Daisey.... did I mention safety, its job one.
Joseph W. Parsons	Oppose Blue Route, Land Use, SCEA	Survey	The state route 26 connector and southern part of the Route 113 bypass is unnecessary. It will be devastating to the businesses, families and farmland that make this area so appealing. Traffic around Millsboro can be heavy during the summer months but this is true for many areas and no reason to punish the families and businesses that have been here for generations. I understand that to receive Federal funding a full plan must be submitted. What I do not understand is that in 10 years of study, the present alternatives are the only solutions being put forward. One would think that a more localized and less costly solution to traffic in Millsboro could have been found. This road is directly impacting my family and their farms and will eventually impact me more directly as well. My grandmother's home is situated beside my family home in Dagsboro, both of which have been in my family for generations. My grandmother was actually born in the upstairs bedroom of my parent's house. She will eventually pass her home to my wife and I so we can raise our family on the farm as she did hers and was herself raised. The SR 26 connector will pass directly by the side of her home, no more than 50 to 75 yards away and will effectively cut off one side of our farm from the other. This road is unnecessary. If you're going to build a bypass the least you could do for the town and it's (sic) businesses is to leave the current Route 26 as the only way through Dagsboro. This road was recently improved to accommodate the summer traffic and is paramount to the success of the businesses in town. Building a road 100 yards away is a waste of money and would be the death of the town. Please think about what you're doing before you approve this horrible road. Your family may not live here but many other generations of families do and would like to continue living here. Please do not build this road. Thank you.
No Name	In Favor of Blue Route, Traffic	Survey	I am a resident of Millsboro and I support the bypass. It was needed 5 years and traffic is far worse now. Quit the bickering of politics and PASS THE BYPASS NOW!
No Name	In Favor of Bypass around Millsboro, Traffic	Survey	I was born and raised in Millsboro. I am tired of all the traffic. I want to be able to go to the post office, restaurants, grocery stores and local businesses without facing the hazardous road traffic on Route 24 and Route 113. I realize that traffic is created by tourists and truck traffic. Some locals say, "get the tourists and trucks off the roads and we won't have a problem"; however this is the foundation of the local economy in this area. If we eliminate tourism and chicken industry, this area of Delaware which is already economically depressed is going to crash HARD! By building the bypass, Millsboro residents will once again be able to shop, eat and do business in Millsboro without traffic standstills and hazardous traverses across Route 113 and Route 24. Millsboro is and can remain a great place to live as well as a destination for shopping, eating and doing business. PLEASE put aside needless politics and bickering and pass the bypass.



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No Name	Oppose Blue Route	Survey	No
Richard Demmitt	Oppose Blue Route, Property Taking	Survey	I own 195 acres on route 24 just east of Millsboro in my company name "Ferry Cove LLC". I have a recorded subdivision of 392 lots on my property. The proposed route for the route 113 bypass goes through my development. I got my approvals with the understanding that I can build half of the development and when I want to build the second half I need to check with DelDOT to see if they want to buy the right of way and if they do I cannot develop it, I must sell it to them. If they do not want to buy the right of way then I can proceed with developing the other half of my property. The problem is that with this unknown issue I can not tell buyers in the first half of my subdivision if the Bypass will be next to them or not. This makes it very difficult to sell any of my lots. This proposed by pass has really impacted the value of my property. Therefore I am opposed to this bypass going through my property. Please let me know what else you need from me to do away with this proposed bypass. Thanks
Brendan Hurley	In Favor of Blue Route, SCEA, Property Taking, Land Use, Farmland Impacts	Survey	Dear DelDOT, I am writing to you today as a concerned planning student from the University of Colorado, Boulder about the U.S. 113 Millsboro South Area project Draft Environmental Impact Statement and possible ramifications of the proposed limited access highway. I do believe that the project goals and needs are warranted through the construction of the new portion of highway U.S. 113 in order to reduce future congestion and unwanted traffic in Millsboro, Frankford and Dagsboro. The need for better access to new planned developments and the expected increased tourism trips by the year 2030 are sufficient reasons to move forward for this project. After reviewing the alternatives, I agree with staff recommendation on pursuing the blue alternative due to the fact that it has been selected as the preferred alternative by the surrounding townspeople of Frankford, Dagsboro, and Millsboro. While Selbyville did select the yellow alternative, the blue alternative is the most accepted from staff and citizens. After reviewing the prepared DEIS, I have comments about the following: 1. Future goals for sustainable transportation 2. Lack of clear ramifications of affected community relocations 3. Possibility of increased suburban sprawl 4. Plans for the old (current) U.S. 113 highway. Sustainable Transportation - It is admitted in the DEIS that this project does not meet any of the sustainability measures set by the Federal Highway Administration. However the road should be designed to allow for future sustainable transit growth, bringing the possibility to build bus rapid transit, light rail, or park-n-rides due to population and tourism increases in the future. Also, while constructing additional infrastructure for bicyclists and pedestrians might be outside of the scope of this project, the road shoulder, at minimum, should be paved and allow a few extra feet for these users. Property Acquisition and Relocations - I do not believe the DEIS did a sufficient job in addressing affected properties that would need to be acquired in order to complete this project. Additional information is needed to address where affected property owners could go and the impacts of these additional 52 residential, 9 agricultural, and 10 commercial relocations on the new community. Also, partial land acquisitions could devastate farmers and other land- dependent businesses by reducing profit margins due to reduced acreage. These issues should be addressed in the blue alternative. Possibility of Increased Suburban Sprawl - Due to the increase of accessibility this project would create,



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			<p>developers will be looking to build low-density housing along the proposed highway. Preventable measures should be taken in order to:</p> <ul style="list-style-type: none"> • Maintain the “small town” feel of local towns • Protect quality farmland that give the area its rural feel • Restrict growth to towns • Improve the landscape design of the highway. <p>These measures can be achieved by:</p> <ul style="list-style-type: none"> • Practicing cluster development planning to reduce the effects of suburban sprawl • Adopting urban growth boundaries for Millsboro and Dagsboro • Creating a future land use map for Sussex County • Planting trees along the highway at critical areas for environmental benefit, to improve unwanted views of the highway, and reduce highway noise • Encouraging artful design of highway bridges and incorporating local artists to build highway art installations that are relevant to area culture and history. <p>The effects of sprawl can lead to diminished town character and the destruction of forests, ponds, and farmland.</p> <p>Old Highway U.S. 113 - The presented DEIS fails to acknowledge what is to become of old highway U.S. 113 once the new project is built. Potential uses should be explored and new alternatives need to be presented. I thank you for the opportunity to participate in the decision making of the U.S. 113 Millsboro South Area project. Sincerely, Brendan Hurley University of Colorado, Boulder</p>
Andrea Baumann	Oppose Blue Route, Land Use, SCEA	Survey	<p>I think it's a terrible idea that will further destroy the small town atmosphere that our area is known for. People come here for what we are, not the big highways they left behind. More small businesses will suffer and as you divert traffic and shoppers away from them, big box stores will be all that remain. When was the last time you got in a car and drove three hours to a chain megastore? Don't turn us into a string of concrete barriers and communities with nothing unique offer. By maintaining access to our downtowns our independent businesses can continue to serve people and offer that distinct flavor that people know as Delmarva.</p>
No Name	Oppose Project	Survey	Do not do this!
Michael Magee	Oppose Blue Route, Farmland Impacts, Traffic, Land Use	Survey	<p>My name is Michael Magee. I live in Selbyville, Delaware. This is regarding the Route 113 by pass I am against this project because it would be destroying valuable farm land which is my future my family started our business in 1865 and we have carried it on ever since so not only will you be destroying farm land but you will destroy family's livelihoods and a way of life for many people like myself. Also if this is going to move traffic to the beach faster where are they going to go after that I can recall July fourth a few years back it was bumper to bumper traffic so all you are doing is getting people to a traffic jam faster. And the last thing I have is that we deal with heavy traffic for five to six months a year and to spend the money to this to satisfy the tourist for that time is a waste.</p>
Marlene and Jim Rutila	Oppose Blue Route	Survey	<p>We're saying NO to this project. I've read the info and there is no compelling reason to disturb the southern end of our state.</p>
Carolyn Halso and Kenneth Baldwin	Oppose Blue Route, Land Use, In Favor of	Survey	<p>My husband and I would like to voice our comment regarding the 113 By Pass / Blue Alternative and that is to just say "NO". We moved to Dagsboro 7 years ago and moved here for the beautiful farm lands, the slower traffic and quiet country life. We don't want the noise, the pollution and the farm lands to be ruined by a bypass running through and above those farms or quiet residential areas. Not to mention how it will affect the small businesses in the area. The problem is only 3 to 4 months in the spring and summer. Why can't they add a third</p>



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	Improvements to Route 113		lane on 113 instead of a bypass. Again we would just like our voice to be heard and say NO to the Route 113 By Pass.
No Name	Oppose Blue Route, In Favor of Improvements to Route 113	Survey	No bypass is needed. Just widen the present highway.
No Name	Oppose Bypass	Survey	No bypass!
Karlyn Fields	In Favor of Blue Route, Traffic	Email	We live in Plantation Lakes which is 1 mile west of 113 in Millsboro. We visited your hearing last evening in Millsboro. Millsboro has 2 horrible traffic problems which is 113 during the beach season and Route 24 from 113 through the city of Millsboro at certain times. Your choice of the blue alternative seems to attack both these problems. Just wanted you to know that we thank you for addressing these concerns and wish the project could be done very soon. We will be anxiously awaiting its approval. Thank you
James Smith	In Favor of Yellow Alternative, Cost	Email	After reviewing the alternate plans for the US 113 bypass of Millsboro, Dagsboro, and Frankford, I have the following comments. 1. I believe the yellow alternative to be the best solution (use the existing US 113). 2. It appears much more feasible to upgrade the existing US 113 to be unlimited access vs acquiring new lands and building a new roadway. 3. It certainly would be less costly for the state, use existing highway and right of ways with modifications. 4. The environmental impact on the surrounding lands and waterways would be negligent compared to a new eastern roadway. 5. The impact to the local economy would be much less than the impact of a new roadway. 6. The locals and Farmers whom live off of this land have previously voiced their opinion in opposition to new roadways - Did you listen? If you take their land you take their method of surviving. 7. The state is already approx. 10 yr. behind schedule in handling traffic in the South vs roadways in the North. The sooner US 113 and existing roadways are upgraded to handle the busy summer seasons the better. You install new traffic signals which are not smart or in sync with another traffic light in close proximity, green lights for lanes with no autos - we need to use better technology. 8. Your handout gave the impression that the eastern route has already been decided since the other routes were not shown or discussed in the handout. I believe most Sussex Countians do not want to give up their land for a roadway when we already have existing roadways which can be upgraded.
Carol Curran	Oppose Blue Route	Email	Please listen to the people, this is not a good choice.
Donald Wuorinen	Modification to Alternative	Email	I have long thought about this, since we first moved here sixteen years ago and saw the chicken trucks rumbling through the town of Millsboro. My thoughts were that the Bullseye ferry landing site would be a



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			logical choice for a bridge over the Indian River, extending north to Zoar Road and Route 113. I don't know the southern end well enough to comment. This MUST happen, whether it is now or fifty or one hundred years from now.
James Fabian	Oppose Blue Route, Modification to Alternative	Email	To save money, farm land and homes; do away with Blue Route Proposal and do below: At Governor Stockley Road and SR113, make an easterly road to join Morris Mill Rd. (widen Morris Mill / Mount Joy Rd) at Morris Mill/Mt Joy SR30 intersection install traffic Light (Also install traffic light at SR30 & Sr24). Also re-examine intersection at Mt. Joy & SR24 for possible updates.
Charles and Gail Reifsnnyder	Public Outreach	Email	I was at your Sept. 18 meeting. As it appears your preferred blue alterative would cross Hollyville Road 1 mile south of my house. Representative Atkins proposed moving everything further north. This could affect me adversely, depending on how far north. So as it stands now, it does not appear to effect me greatly. I would like to be kept informed, as to any future plans for the 113 bypass. A year ago a reporter had called and said the bypass would run right through my property. I have no idea where his information came from, unless that is the further north plan John Atkins was talking about. So as I stated I would like to be kept informed, in particular as to where it crosses Hollyville Road.
Crystal Sentman	Traffic	Email	I think it's a good idea, but what about the local traffic?? That isn't solving that. That light at 113 allows only 5-6 cars to go east west & turn lanes. It needs to be set to avoid back ups on Rt 24. My boyfriend works at Mountaire & we live in Delmar. According to what I've been told he will no longer be able to cross 113 to come on on 24 & will have to go out of his way to get home. How does that help anyone? When Mountaire gets out, traffic backs up from 113 almost to Mountaire many nights because the light isn't set right. Purchasing property & causing businesses & homeowners to relocate...what is that helping??? The current problems need to be fixed instead of catering to the needs of the tourists. What about the locals & local businesses?? What help are they getting?? It's sad that it takes my boyfriend 20 minutes to get to work & 45 minutes to an hour to get home every day. It takes my mom 30 minutes sometimes to go 2 miles to Lowe's. Fix the problems now & you may realize the rest will be fixed in the process.
Jim Rutila	Oppose Blue Route, In Favor of Improvements to Route 113, Land Use	Email	We recently sent our State Senator Mr. Hocker the following letter. I am forwarding it to you as it voices our disapproval of the idea of the 113 Bypass. Please reconsider this idea. A better solution is to work with the existing road, widen it, remove the median, extend yield lanes for smoother merging, use right sided left turns like it New Jersey, stagger work and school release times and I'm sure other have more ideas. Mr. Hockers main concern was the impact on us in an emergency... train, encourage and then enforce evacuations when called for. Don't build a new road! Dear Sir, We think that the proposed Bypass of Rt 113 around Millsboro is a really bad idea. The towns along 113 are already bypassed so the proposal seems redundant. Additionally, the impact to the area's landscape, private property and our precious wetlands and their environments is all negative and irreversible! Our few remaining



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			farms, dwindling forests and struggling waterways cannot take a hit like this. There is such a limited amount of time that our traffic is effected by increased visitors that it does not warrant the large scale destruction of our RURAL life style. An out of town commitment is preventing us from attending the upcoming meetings but believe that we would be there if we could. We can only hope that you listen to your constituents and hear what we have heard from everyone - that this should NOT be done!
Pamela G. Toomey	Oppose Blue Route, Land Use, Farmland Impacts	Email	Regarding the new highway south of Millsboro. This highway is of no benefit to the local people, the highway will take away our homes, farms, incomes, and our way of life. This highway appears to be for the tourists only, so they will be able to get to the beach faster. I am a native local and have lived on this farm all my life. This farm is over one hundred years old and has been in my family for that long. My grandparents and parents worked hard to obtain and maintain this land. Now there is a chance it will be destroyed to put a road through it so the tourist are able to get to the beach faster. It has been said that this road will bring new jobs to our area. I don't think so. Most of the work on the road itself will be given to out of state workers from PA or NJ. The jobs that local people will be able to get will be cleaning the tourist toilets, homes, yards and other minimum wage jobs. If the tourists want to come to our home and visit they should respect our home. If the roads are to congested then perhaps they could find some place else to go. It is not fair that the local people are expected to give up our way of life let alone our homes so the tourists are not held up in traffic. I can not in my worst nightmare think of seeing my home, I am not just talking about a house, I am talking about the fields, woods, and everything being destroyed just for a road. My mother who is eighty five years old has lived here all her married life, she is very worried about having to relocate because of the road. There is no other place on earth I would want to live. Please do not take my home for this road it is all I have worked for and continue to work for. There has to be another way to ease the traffic problem other than taking all of our homes, farms, and desecrating our way of life.
Arthur Davidson	Oppose Blue Route, Farmland Impacts, Property Taking	Email	I am writing this to let it be known that I am very highly opposed to the US 113 eastern bypass blue route. This bypass will directly affect me and my family's farm. The proposed route will cut through the middle of my ten acre farm and house that I am planning to build. The bypass will also affect several of our chicken houses and multiple irrigation systems that we recently installed for farming. This bypass will not only take away our income and farm, but it will also affect my family's way of living that my family has enjoyed for generations. I can remember being a kid in the peak of real estate prices here in Sussex County and watching the farms selling out to major developers. My father held onto the farm and I clearly remember him telling me one day this farm will be yours son and no one can take it away from you. Now here we are today and the state is trying to take our family farm from right under our feet. There comes a time you must think of the effects this bypass will have on Sussex County's natural beauty and the rural way of living we have all grown to love. The reason people from the city come to our beloved Sussex County to vacation is to escape the city noises, loud roads and large overpasses. When do we begin jeopardizing our county's natural beauty and rural lifestyle just so an out of townner can get to the beach a few minutes faster? After analyzing and looking at all the proposed routes and speaking with several officials from DelDOT, I still have yet to hear and see a viable



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			reason for the blue route. It simply makes no sense to go with the most expensive and most intrusive route to the people of Sussex County. I ask that while you analyze these routes you keep the people of Sussex County in mind and not just the out of towners who come and go. Save our farms and lifestyle that us locals have loved and enjoyed for generations.
Richard Demmitt	Oppose Blue Route, Property Taking	Email	I own 195 acres on route 24 just east of Millsboro in my company name "Ferry Cove LLC". I have a recorded subdivision of 392 lots on my property. The proposed route for the route 113 bypass goes through my development. I got my approvals with the understanding that I can build half of the development and when I want to build the second half I need to check with DelDOT to see if they want to buy the right of way and if they do I cannot develop it, I must sell it to them. If they do not want to buy the right of way then I can proceed with developing the other half of my property. The problem is that with this unknown issue I can not tell buyers in the first half of my subdivision if the Bypass will be next to them or not. This makes it very difficult to sell any of my lots. This proposed by pass has really impacted the value of my property. Therefore I am opposed to this bypass going through my property. Please let me know what else you need from me to do away with this proposed bypass. Thanks
Colleen and Patrick Owens	Oppose Blue Route, Traffic	Email	My husband and I are opposed to the 113 bypass. We reside at ..., Dagsboro DE 19939. Looking over the plans, especially the "blue route" it really does not make any sense. DelDOT would be basically adding a 3rd highway to empty onto route 26, a 2 lane road. Obviously this is NOT the whole plan being presented here because it makes no sense unless route 26 is made into a major highway also. Plus, the state of Delaware doesn't allow repairs or replacement of docks, without permits and inspections and makes it increasingly difficult to put in a new dock supposedly to protect the environment BUT the state doesn't mind running major highways across the same waterways? The state doesn't want to abide by the same strict rules it imposes on citizens? Southern Delaware has a charm and unspoiled countryside, lets keep it that way.
Randy Murray	Modification to Alternative, Millsboro Pond	Email	I attended the meeting held in Millsboro which discussed the bypass and its recommended route. My comments pertain to the portion from present Rt.113 north of Millsboro to Rt. 30. I believe that by moving this part of the route to the north, impact on Millsboro Pond can be minimized and considerable cost savings can be had by eliminating the necessity to build the proposed bridge network. Millsboro Pond is a valuable and attractive asset to residents and visitors of the area. Maps indicate a much easier path for the bypass across land that the State already owns in the vicinity of Stockley Center. To address concerns about sensitive wildlife areas in this location, why not build the bridge over them. It would appear to require a much smaller and less expensive one than the proposed Millsboro Pond crossing.
David Littleton	Millsboro Pond, SCEA, Modification to Alternative	Email	Hello, this is David Littleton, a resident of Millsboro. I'm sure you have plenty of people that are both angered and intrigued by the idea of a bypass either around or through Millsboro but I read something you might find interesting. I have lived in Millsboro for 24 years and have dealt with the increasing amount of traffic there for some time. I agree something should be done but I do worry bypassing the town could hurt business and



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			cutting through the pond, a place I canoe about once a month, concerns me. I think bypassing the town as some of the figures show would hurt business and then traffic would find somewhere else to bottle neck on route 24, a road that already struggles in the best conditions with traffic. I think the main problem is just the red light at the WaWa/Riteaid intersection. I heard about a town called Carmel, Indiana and really liked their ideas and thought it could work for Millsboro. http://www.carmel.in.gov/index.aspx?page=123 This town has been using roundabouts or circles to ease traffic problem with great success. I'm in no way telling you how to do your job, just offering this as an idea. The top picture in this link shows a 4 lane highway with a roundabout above it. I can just picture the WaWa where the brown building is top right, the Advance auto to the right, Gulab's where the apartments are and Rite-Aid where the other buildings is across from the that. I think this would be great to at least ease traffic in an out of town because it offers a continuous flow of traffic from all angles. Sorry if this was already under consideration or if I am wasting your time but I saw this and thought it looked like a viable option. Good luck with the project.
Karla Morgan	In Favor of Blue Route	Email	I support the preferred route and a 113 bypass.
Mr. and Mrs. John W. Scott	Oppose Blue Route, Wildlife, RTE Species, Natural Resources, Farmland Impacts, Aesthetics	Email	<p>My wife and I are residents of the Point Farm development, located off Route 26 south of Dagsboro in Sussex County. This development is a peninsula surrounded by the beauty of the Vines Creek, Pepper Creek, and Indian River. We strongly oppose the Route 113 "Blue Route" alternative, as do a majority of my neighbors in Point Farm.</p> <p>We are deeply concerned about the proposed highway's negative impacts to our scenic vistas as well as the degradation of the area's environmental, agricultural, and ecological resources. My neighbors and I treasure the native species, wildlife, and birds that thrive within the Pepper Creek, Vines Creek, and Indian River waterways (where new bridge crossings will be placed). Sightings and nesting of bald eagles are on the rise here, and while they are off the endangered species lists in other areas, they are still protected in Delaware (see: http://www.mnn.com/local-reports/delaware/local-blog/dnrec-survey-finds-record-number-of-bald-eagles).</p> <p>Carving up the area's viable agricultural land--including Bennett Orchards, Parsons Farm and numerous poultry farms--will have negative impacts on the local economy and its farming heritage. Moreover, the Blue Route alternative will spoil the ecologically fragile inland bay region and places like the James Farm Ecological Preserve and proposed botanical gardens near Dagsboro. I also agree with many of the reasons for opposition to the Blue Route alternative that Jim Bennett, of Bennett Orchards, so eloquently stated in a September 27, 2103 letter to the <i>Coastal Point</i> editor (pages A15 & A16). Please reconsider the "Blue Route" as the preferred Route 113 alternative. This proposed roadway alternatives threatens Delaware's fragile ecosystem and networks of greenspace that provide vital habitat for wildlife, protected water supplies, conservation corridors and all that is quintessentially southern Delaware. Thank you for your consideration of my opinion.</p>



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J. Daniel and Patricia Costello	Oppose Blue Alternative, In Favor of Yellow Alternative, Natural Resources, Farmland Impacts	Email	<p>As Bethany Beach, Delaware residents since 2004 and visitors to Bethany Beach and Southeastern Sussex County since 1966, we have paid close attention to your planning for U.S. 113 (Millsboro South Area) for many years. We attended the workshop and public hearing in Millsboro on September 18, 2013 and wish to offer the following comments to DelDOT and urge their careful consideration. We are thoughtfully and strongly opposed to DelDOT's selection of its Blue Alternative as the recommended preferred alternative to address mobility needs on U.S. 113 south of Georgetown to the Delaware-Maryland border. It seemed to us that the Yellow On Alignment alternative would have made a great deal more sense than any of the others. The Blue Alternative appears to be far more costly and destructive to the surrounding area, especially south of Millsboro. We support the On-Alignment Yellow Alternative as the one that is least destructive to the area's community character, sense of place, and exceedingly attractive natural environment. Transportation difficulties, caused in large measure by the land use planning, zoning, and economic development decisions of Millsboro and Sussex County over a period of time - based on a continuing capacity of U.S. 113 as a transportation corridor to manage the results of these decisions - should not be solved or mitigated at the cost of viable agriculture and important and threatened natural resources east of US 113, south of Millsboro. State transportation planners should be able to resolve legitimate project purpose and need objectives in less costly ways that do not cause such extensive damage to farming and natural resources protection in Southeast Sussex County. We have been active with the Bethany Beach Farmers Market for many years and have come to deeply appreciate the value to all of us of nearby farms. The market adopted the slogan "Our Growers - Our Neighbors" for a number of reasons, including the intrinsic value of locally grown, freshly picked fruits and vegetables and the value of slowing the loss of farmland and the speed of sprawl between US 113 and the sea. Seven of our agricultural vendors at the Bethany market are east of US 113 and south of Indian River Bay. To the extent that the Blue Alternative disadvantages agriculture east of US 113, it harms farm livelihood, promotes sprawl, and makes east-west travel even worse than it is now. As Bethany residents, we have participated in many evacuations over the years, responding to coastal storms. The only bottlenecks we have ever experienced have been associated with the drive west to US 113. North-south travel, in our experience, has not been congested or problematical. Our sense of US 113 in the area of Millsboro and southwards is that there is a great deal of space on or adjacent to the present right-of-way to manage improvements. We share the same concerns that citizens from Georgetown, Selbyville and Milford already expressed regarding dramatically expansive transportation "improvements" in their sections of Sussex County. My wife and I urge the Delaware Department of Transportation to select On Alignment solutions, including the latest advances in transportation management techniques, and forego expansive road building programs that cost more, consume more land and promote more sprawl. As Delaware residents, we appreciate this opportunity to voice our concerns about the future of US 113 and the impacts the alternatives will have on our transportation choices, our landscapes, and our quality of life.</p>
10/1/2013 Petition Against the Proposed	Oppose the Blue Route,		This petition is submitted to express our opposition to the proposed "Blue Route" North South By-Pass which is currently planned for Millsboro.



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Blue Route Planned for Millsboro (298 signatures)	Modification to Alternative, Millsboro Pond, Farmland Impacts		<p>We are convinced that there is a better alternative route- that we refer to as the Environmentally Friendly Green Route (our route) – which would have the following advantages over the proposed Blue Route: Advantages for the Environmentally Friendly Green Route (our route):</p> <ul style="list-style-type: none"> - Has basically the same starting and ending point as the Blue Route (thus handles the same traffic flow). <ul style="list-style-type: none"> o At US Route 113 the Green Route Starts about ¼ mile north of the proposed Blue Route. o Green Route joins the proposed Blue Route in the vicinity of the Millsboro Mountaire Poultry Plant. - Overall total cost should be less expensive, thus saving Federal and State tax payers' money. - Avoids construction of (2) bridges over the Millsboro Pond in residential areas. <ul style="list-style-type: none"> o Green route requires the construction of one bridge in the vicinity of Cow Bridge Branch area. - Utilizes large portion of land already owned by the State and Millsboro Mountaire Poultry. - Should not negatively impact any by-pass project timelines. - Does not affect any areas set aside for future residential developments. - Has less of an impact on the environment and natural habitat. <p>Given the above reasons, we as residents of Sussex County, and surrounding areas, who will be directly or indirectly adversely impacted, insist that necessary steps be taken by the State and local law makers in order to scrap the plans for the Blue Route and to move forward with the alternative proposed Green Route (our route). * <i>Reference is also made to the petition submitted to DelDOT on June 1, 2010, with 542 affixed signatures. *OR a modification to the Blue Route that will save Millsboro Pond and precious farmland. Whatever endangered species are found within the Cow Bridge Branch area would also be found within lands surrounding Millsboro Pond.</i></p> <p>Please see Petition for alternative route map.</p> <p>Petition (Dated June 1, 2010) We the undersigned are strongly opposed to the Blue Alternative as its Recommended Preferred Alternative for Millsboro-South Area. We feel the course to take is the following:</p> <ol style="list-style-type: none"> 1. Improve and add lanes to the State's existing Route 113 right-of-way 2. Improve and add lanes to the State's existing Route 1 right-of-way 3. Direct all beach traffic from the North onto Route 1 and add an elevated highway over Route 1 in bottleneck areas. 4. Improve and use existing roads to by-pass the Town of Millsboro to alleviate the environmental impact on Millsboro Pond, wetlands and connecting bodies of water.



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			<p>This proposal is in direct conflict with former Governor Ruth Ann Minner’s “Livable Delaware” agenda where some of her guiding principles are:</p> <ol style="list-style-type: none"> 1. Preserve farmland and open space 2. Protect our Quality of Life while slowing sprawl <p>We feel this proposal will do irreversible damage to people’s lives, livelihoods, property, farming communities, wetlands and ponds. This is one of the last areas in Eastern Sussex County that has significant open spaces and wetlands, which are enjoyed by all the residents at no cost to the State. We do not feel that the residents of this area, some of which have been here for many generations, should be uprooted in order to allow transients to get to the beaches when the bottlenecks are at the beaches, or to accommodate politicians or big businesses with their own agendas.</p> <p>Each of the undersigned should be counted as individual letters of opposition to this “Blue Alternative” East By-Pass:</p>
10/1/2013 Petition to Terminate the US 113 Blue Alternative bypass (334 signatures)	Oppose the Blue Route	Petition	We, the people of these United States of America, petition the Delaware Department of Transportation to terminate the US 113 Millsboro South Blue Alternative bypass in order to preserve our historical small towns, wetlands, pristine farmlands, and local economy. We are asking instead for a Modified On-alignment Alternative of Route 113 through the Millsboro, Dagsboro, and Frankford area. This option would allow our communities to prosper without changing our unique Sussex County landscape that brings Millions of people here every summer.
WS Mowell	Farmland Impacts	Open Comment Form 8/30/13	Do not destroy the farms
T. Crumlsh	Oppose Project	Open Comment Form 8/30/13	Against proposed Route
Charlie	In Favor of Improvements to Route 113	Voice Mail	Yeah, I have an opinion, I’m a local of Selbyville. I feel what you have on WBOC, we do not need it down here. All we need to do is make the road wider, you don’t need a bypass. I’m against that. All you need to do is make the road wider, don’t need that bypass. That’s a big waste of money. You have any questions give me a call. That’s a big waste of money in this county. I’m a local and I’m a Delaware resident. What we need to do is make that road wider, make everybody happy. You don’t need to put businesses out of business for what you guys are thinking about doing. I’m against that.
Thomas Sullivan	In Favor of Blue Route	Voice Mail	I want to vote in favor of the Blue Route.



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Corrine Sexton	Evacuation	Public Hearing 9/18	Thank you for hearing my comments. I spoke with many of you during the workshop portion and I appreciate those of you who are happy to give me information and you addressed many of my concerns. I want to preface my remarks by saying that we need to do something about the traffic situation here. I think that we all are in agreement on that. We cannot adopt an ostrich like philosophy where we simply put our head in the sand and wait. However, I think that we need to address several major concerns and the one that comes up to me is this. In a situation where we definitely need an alternative route that will help us for evacuations, for safety measures, why are we considering on many water crossings?
Michael Potter	Oppose Blue Route, Water Resources, In Favor of Improvements to Route 113	Public Hearing 9/18	I live here in Millsboro. My concern with this 113 to 24 bypass part is Millsboro Pond. What the proposal is for a bypass that is going to cross 300 to 500 feet of water in one spot, probably close to another in 1,000 feet in another spot, as well as a half mile highway on a peninsula that is going to be dumped trash, oil, everything is going to go into the water from there. Looking north on the Millsboro Pond, you're going to have a field of view this wide of a highway. Millsboro Pond will not exist as you know it in ten years. They say that part will start to be built in five years. That part is going to start. Don't think about this 50 year stuff. That part is five years away. It needs to be further north on state property. I don't care if there is butterflies, grasses, whatever if they can build a highway over the Everglades, they can put it over a 20 foot wide stream. Period. My second point is on alignment. There was never any presentation of an on alignment option that did not have limited access. The business owners would do so much better with an on-alignment option with access to their businesses. Millsboro has a huge median, you could easily have a third lane going north and south. If Hardees has to move, they are a corporation, it is not going to be too much money out of their pocket to move Hardees because the median gets smaller there. I'm sorry Hardees can move. Don't affect the property owners when you don't have to.
Sharon Adams	Evacuation, Modification to Alternative, Water Resources, Hazardous Materials	Public Hearing 9/18	I re-wrote my first question, I have a series of five after listening to the speakers. My question is when you destroy the water quality in Indian River Bay by building bridges in its watershed, who is going to come here? You choose a bridge site between two cleanup programs, one at Balastic, one at NRG. NRG leaks arsenic into the water supply. Our water tables are only four feet high. Hurricane Sandy raised the water level. NRG is already monitored for air quality. You're going to put car exhaust in the same place? You've got an evacuation route, okay, I get you. You build a bridge in the storm surge path? Excuse me. You got the focus on the recent bridge issues with the Chesapeake Bay. You're going to have to re-do this. You've got the geology of the salt marsh and you're telling me it's going to be more cost effective to build the blue route when you have a land route possible? I don't understand. You're saying EPA says it's okay. You're saying FEMA says it's okay as an evacuation route. I don't see it. I taught school for 33 years. I taught science. I have seen their programs. It doesn't make sense.
Carrie W. Bennett	Oppose Blue Route, In Favor of Modified On Alignment	Public Hearing 9/18	I am against the Blue Alternative. I'm in favor of the modified on alignment option as Georgetown has chosen that provides access to businesses and would create much less of a footprint to the environment and agriculture. The first objection I have to this plan is that around Millsboro, the bypass stops, an interchange stops and lands at Route 24 and all of that bottled up traffic on a Saturday morning, if you're in an ambulance



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	Alternative, Traffic, Property Taking, Environmental Justice, Public Outreach		<p>on the way to BB, you know, be careful what you wish for here. Also further south, the road makes a dramatic impact on farmland and wetlands and 70 residences and businesses in order to deposit all that traffic back onto Route 113. It's a road to nowhere, it makes no sense.</p> <p>Please don't bring this down on the heads of my neighbors, family farms, businesses, homeowners, please think about this. My second objection is what I call the bridges of Sussex County. Five bridges, one twice the size of the Indian River Inlet Bridge and we know what a rousing success story that was. We also have a bridge across Pepper Creek, a bridge across Bines Creek, two bridges across Millsboro Pond. Again, think of the impact on everything. The environment, the crabbing, the fishing. It will never be the same. Be careful what you wish for. Third of all, three neighborhoods down there around Frankford, three African American neighborhoods have been targeted by this roadway. They don't have idea that this roadway is planned coming through their neighborhoods, coming close to their neighborhoods. The path of least resistance has been chosen by DelDOT. There has been no transparency with this plan at all. People have not been notified of anything. It has been very underhanded. Civil rights have been violated and civil liberties. Again, I'm just asking you to be compassionate and think about the people and the home and the lives that this affects.</p>
Hal Wallach	Oppose Blue Route, Cost	Public Hearing 9/18	<p>The haphazard zoning which has prevailed in Sussex County for many years has resulted in sprawl. Such development is usually accompanied by the lack of transportation options. We reject the blue alternative selected by DelDOT. It is too elaborate and very costly. It approaches a billion dollars. The blue alternative consists of six whole interchanges, nine overpasses and five water crossings in the 16.5 stretch of highway proposed, more or less parallel to US 113. The price of sprawl has become increasingly high. Moderate income families have seen their transportation costs soar, places have found that low density development fails to pay for their own infrastructures. In the northeast and the middle Atlantic states, state initiatives are grappling with the sharp rise in their elderly population, struggling to subsidize housing, transportation, home care and other senior services. The tax base is smaller to draw on to pay for senior services and infrastructure. The state budget is being stretched and there is a serious services gap. We cannot afford the blue alternative with its elaborate and costly expense. We reject the blue alternative and reject any bypass south of Millsboro.</p>
Thomas USS	In Favor of Project, Community Facilities	Public Hearing 9/18	<p>First of all, I'd like to say that my family is in favor of the blue route, only because I'm here to comment on what's on the tables here now. I'd like to say something different, but right now there is nothing else out here. Most people want to do nothing, which you can't do. I live right off of 113. Summer months, five days a week, I literally can't get out of my house. I don't go do any shopping, I don't go do a lot of things, especially go to the beach. Now as far as the modified online that doesn't exist. I didn't see it here anywhere. So right now we have an online which would mean get rid of these businesses or put them out of business because they are talking about a raised highway and there is no way in the world that anybody is going to see a business or get to a business from this raised highway. Also that also will cut into people's developments, mine in particular. But the main reason is it is going to cut the town in half. This was stated before. Emergency services will not get to you in the same amount of time they are getting to you now. Really that is why I'm here today, to talk about what is on the table. You could talk about another route further north, it is not on the table. You can talk</p>



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			about pollutions going into the water. Right now US 1 in the northern areas in Kent County, it goes over marshes right now. There is water getting polluted right now. No one has objected to it before. I know it's a nice little pond, it's all nice to look at, but I can't get to it. You know, the main thing is something has got to be done and something has got to be done quick. Doing nothing is not an option.
Paul Parsons	Oppose Blue Route, In Favor of Modified On-Alignment, Farmland Impacts	Public Hearing 9/18	I am here to say I'm against the blue alternative and I'm supporting the modified on alignment on the basis that it cuts through my family's farm right in half. Currently we are growing lots of fruits and vegetables and we have a roadside market and we've been supplying the land with a lot of tourists and other folks. The modified alignment is going to destroy the community as we know it. The town of Dagsboro, or not modified alignment, blue, will destroy the town of Dagsboro. There will be no traffic through it. There will be no Clayton Theater, there will be no businesses left. Georgetown and Summerville are doing their own alignment, I don't see why Millsboro can't do it. We don't need a huge \$800 million project going across all these bridges that people have been talking about. We need to think reasonably and come up with a solution. Yes, the guy before me said that it is not on the plans right now, but there is more than one way to get this done and everybody needs to come together and come up with a better solution than what we're being presented right now, because this is not going to work. Also I'd like to say that when I started farming six years ago from college, I didn't think I'd be fighting the state to keep my land. I figured I'd be battling insects and other things out there. It's a struggle every day. We're farming 300 acres right now and it is going to cut us down to probably half of that and we won't be able to continue growing because vegetables leave a lot of crop rotation and that's what keeps us in business. You can't replace farmland. Once they take it from us, DelDOT is not going to give us money to buy farmland anywhere else and I don't know where I can buy it. So after that, we have all, exactly, we've got to eat. That's all I have to say. Thank you for your time.
Tina Moore	Oppose Blue Route, Property Taking, In Favor of Improvements to Route 113	Public Hearing 9/18	My husband and I are in the process of building our retirement home, so we haven't quite moved into Frankford yet, and it is just upsetting to me that they never told us when they issued us the building permits that this was going to happen. We thought it was done. We thought it was a moot point. We have three roads actually, Route 113, that little circle, that's our house. 113 goes right through our house we are still in the middle of constructing. Then we have Murray Road that is going to be realigned which goes right next to the prior gentleman that was speaking, it goes right past his farm, so it messes up his farm and it messes up our farm. We have crops. We have no way of accessing most of this land up in here and we'd have to go an alternative route I guess somehow to get across 113 to get to the rest of the farm. Not only that, as we have a racehorse tract that we will not be able to raise horses or train on, so we're going to have to find something else to do to subsidize our income from the crops and horse racing. So I oppose it. I think they should remain online and stick to it. We have a large African American community right down the road that's going to be affected by the bypass. I don't know of anybody who is going to want to live next to a bypass with all the beach traffic.
Beryl Deck	Oppose Blue Route, In Favor of	Public Hearing 9/18	I'm not going to say anything that hasn't already been said. I hadn't realized there was so many impassioned people here. But I would like to join their voices in saying that the blue route is primarily to accommodate the north/south traffic. As I have heard today, an evacuation point. I am in favor of building at congestion points at



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	Improvements to Route 113, Evacuation, Cost		113, that makes so much sense. I don't understand why that is not on the table. You can easily come up with entrance and exit ramps to accommodate the businesses and the dedicated lanes you could build to service the businesses. So I am definitely in support of that and against the blue route as it is proposed, the preferred alternative. I don't know who prefers it. I have only heard a couple people who prefer it. If you build the overpass and the access roads and the access ramps that are needed for that, it does not destroy any of the pristine areas of Sussex County. It does not destroy any of our precious farmland. It is far cheaper than the six over water bridges of the preferred route, and it accommodates the needs of the businesses. It is fiscally and environmentally responsible as you can be these days and it makes sense to everyone in this room, even those who were supporting the blue alternative. It will take the traffic away from you and it will leave evacuation routes available. We get overpasses, you go under them, they go over them. We are good to go. So I think that's a common sense way to approach it and I really support that.
Rob Johnson	Oppose Blue Route, Wildlife	Public Hearing 9/18	I'm a fairly new resident to Millsboro. I love it here. This is just a profoundly bad idea. It seems to me that everybody in the room kind of agrees to that. On a much lesser level than all the good ideas already presented, there are thing like we have eagles that live on Millsboro Pond and somebody back there told me no, they're not where you think they are, they are someplace else. Well, I know where the eagles are because I watch them every day. They will go away. Most of the wildlife on Millsboro Pond isn't going to be real thrilled about what we are doing. I just can't believe that if there are decision makers in this room, any of them really think this is a really good idea. It is just not. I grew up in Cape Cod, I know traffic. In the summertime it's intense. We learned to live with it. It was just part of being close to the beach and that kind of thing. This is just such a profoundly bad idea, I needed to come up and say that.
Henry Bennett	Oppose Blue Route, In Favor of Modified On Alignment, Farmland Impacts, Public Outreach	Public Hearing 9/18	I'd like to thank you all for listening to me tonight. My brother Hale and I are six generation family farmers. We have farmed the same land continuously for six generations. One thing I'd like to point out is there are still options out on the table. Nowhere tonight has DelDOT laid out a modified on alignment without limited access. The only on alignment addressed tonight has a retaining wall. That's why the businesses are opposed to it because there is a retaining wall. If you simply add an extra lane, then I guarantee that a lot of the businesses won't be opposed to it. Also regarding the working group. There was a start on equal representation because my father was in on it. He was the only member anywhere outside of Millsboro. There is a conflict of interest on there. Certain people own businesses that would profit by building roads. On alignment was rejected. DelDOT said that on alignment was rejected at the Dagsboro town council because it would damage existing businesses. Is agriculture an existing business? This cuts through nine farms. Explain that to generations of Delawareans like myself and my brother that have farmed the same land that it's not business. It is just as much a business as Lowes, Hardees or any one of the businesses on 113 and has provided more jobs for Delawareans than any of those businesses ever have and ever will. Also limited access as you see in the blue route will destroy these farms. How can you get equipment across the highway if you can't even drive across it? Also, if you look at the Draft Environmental Impact Statement, the



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			DEIS, DelDOT threw out 522 signatures on one petition and 118 on another petition opposing the project because they were not directly affected. You could live 100 feet from this bypass, not be directly affected and DelDOT threw out your petition signature in the last round. How is this public comment? I don't understand it. Yet I would like to point out that if you were for this and not directly affected, your voice has been recorded in the Draft Environmental Impact Statement. Also, transportation improvements are planned for the future. Why plan our future road decisions based on poor past decisions such as the decision to pay developers to not develop land before this was even a preferred alternative? Of all the alternatives studied, this one has the worst environmental impact, yet the governor is for this because it provides jobs. These jobs will be short-term and destroy agricultural lands. Agriculture is still the number one industry and provides generation of jobs to Delawareans, not short-term jobs to transportation contracts that will likely be from out of state. We still have a viable corridor. Driving through Millsboro, it has a tremendous median that was given to the state 100 years ago by the Dupont family that belongs to the people of Delaware. Coleman Dupont planned for the future transportation in the State of Delaware by giving us this. Why are we throwing away his opinion and doing this road to nowhere that is the worst environmentally impact road of any road to be ever built in Sussex County? Do we want to bring this upon myself, my grandchildren and their children? I don't think so. So do the right think, submit the comment and let's bury this where it was three years ago and hopefully they don't bring it out. Thank you.
Brian Youse	Oppose Blue Route. In Favor of Improvements to Route 113, Traffic, Modification to Alternative	Public Hearing 9/18	That is going to be hard to follow. I feel Representative Atkins moved the Route 24 corridor further north, I've been living here off and on in Millsboro since 1984. I have seen traffic increase. The state does own the land already. I don't see why they can't move it further north for going across Millsboro Pond and whatnot. I work at Short's Marine obviously. I drive through there in the morning going to work and I drive through there on the way home. I find an alternative where I don't get stuck in that traffic. I cut down Dock Frame Road, come out Route 30, get there in usually a couple of minutes. I think if people were more voluntary to like drive around Route 24 alternate, that would free up traffic, but everyone wants to get through Millsboro fast. They are probably not getting through as fast if they just drove around. If you move the interchanges and everything else out west, I think the business and the traffic would follow and you would just have the same problems there. If you just put a third lane down through Millsboro and time the traffic lights. That has been terrible this summer when they have been re-paving down by Lowes. I have seen traffic backed all the way up to Selbyville. I have seen it backed all the way past my house north of Millsboro. They put them on timers. You come up to the light, there is no traffic coming out. The light turns red on you. What are you supposed to do? The locals know how to get around traffic in the summertime and we avoid it. I do not see why we need to come back helping the tourists get to and from the beach faster. The beach ain't going nowhere. It's going to be there when you get there. Take your time. Drive safe.
Ellen Moreiko	Oppose Blue Route, Cost	Public Hearing 9/18	I'm a resident of Dagsboro for three months. If I knew that this was in the works, I would have never purchased a property there. I live in Prince George Acres. It is going to be right practically in our backyard. I just moved away from pollution, noise, torn up roads, and I'm going through it again with Route 113. It is



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			taking forever. My windshield has been cracked, my paint is damaged on my car and I almost wrecked my motorcycle as well. It has also caused dings on my motorcycle. We are going to be dealing with this? Like the gentleman said before, it's for the convenience of the tourists. I have lived on the Eastern Shore for over 10 years and I know my way around it. We should not have to deal with this big Behemoth of a project. A billion dollars? It is going to come out of our pockets, because whether it comes out of our local taxes, it is going to get you from the federal. They don't even have money to pay for maintenance of the roads now. The worst roads in the winter are in Delaware and they're going to fix this? An elevated bridge? Expect some fatalities. I work at Peninsula Regional. You're going to boost our business with fatalities in the wintertime for the convenience of beach traffic; that is all this is all about. My property values and these other folks, our property values go down, who is going to take care of us? So big fat no. Thank you.
Marge Strootman	Oppose Project, Property Taking, Aesthetics	Public Hearing 9/18	This proposal is about to change my life and my daughter who is handicapped who lives with me. The route as it stands now, this blue route, would put me on the end of Route 30 with the bridge going over the pond in two places and I would be on a cul-de-sac which would be a lonely place to be because I will have to there is no one else on the road. I have one immediate neighbor and that's it. It would certainly not be a place that I would want to stay and feel comfortable and safe with my daughter. At this point, the reason I purchased the house I live in was not for the house, but for the view of the pond. And of course that would be gone. No one is going to want to live there to look at that ugly bridge coming across. On the other side of the road opposite of my house will be a cloverleaf. For me to go to Millsboro, I have to go north in order to go south. It will not be convenient and it will certainly be a hardship to us. So that is my personal interest in the whole thing. I hopefully think and believe that this is not necessary and hope it never comes about. Thank you.
Rich Collins	Millsboro Pond, Modification to Alternative	Public Hearing 9/18	Let's face it, it is a difficult situation. Traffic is terrible at certain times and I can see it getting worse. But politically, I think the politics on this are very important. I never dreamed when I first heard the proposal to go through Millsboro Pond that it was politically possible. Quite honestly, I find it offensive because folks, if any of us were to propose doing anything that put a road through Millsboro Pond, you know how far we would get with that. But I certainly understand the town's situation. As someone who lives right on the edge Millsboro and drives in every day, I understand. Now, we are told that you can't go farther north because it is what, natural, state owned wild, you know what I'm trying to say. The University of Delaware when they put their windmill over there at Lewes, they put it right in the middle of state-owned open space land without following any of the rules that needed to be followed. The Department of Natural Resources signed right off on it. Don't tell me solutions can't be found. You just have to wonder why it is it's so hard to get certain people to make those right decisions. The one other thing I want to say that I've heard very little of is about the southern part is simply I don't see how these little towns survive if all the tourists that bring the money funneled through. I just don't see how they survive. So I think, I'll say one last thing. I know government is hard to get moving in any direction, it is hard. It is like herding cats. But with leadership, folks. I believe that you can get things done. There are solutions, I see solutions on those maps that would offend far fewer people that would solve the fundamental problem which is you can't get into Millsboro because of the river and I think if our leaders put



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			their heads together and demand these solutions, they could get done in a relatively short time. I will not accept this concept that just because somebody, we don't even know who they are, tells us it can't be done, that it can't be done. I don't accept that. Thank you.
Logan Mason	Wildlife	Public Hearing 9/18	My family owns 60 acres in Millsboro that butts up to Betz Pond and to Millsboro Pond. We are adjacent to the natural preserve we are discussing. We have never been asked for anyone to come do an environmental survey on our property to see if the squirrels or the butterflies or the grass exist in that area. Again, I have to wonder why they are deciding to come through our area and not choose to deliberately study that area and see what environmental impact it's going to have for the animals that I see every day outside my window and door. It seems that there has to be some ulterior motive. The other thing I want to say is you've heard a lot of your councilmen, you've heard a lot of your representatives. Support Millsboro by voting for those who are here to protect it. Thank you.
Nancy Davis	Oppose Blue Route, Farmland Impacts	Public Hearing 9/18, Private Testimony	About local poultry farming impact. Okay. Please note that there are poultry farms in Millsboro that will be destroyed by the blue route. However, this is just one specific example that I want to speak about. One 18-acre poultry farm containing three poultry houses, two of which cost greater than \$300,000 each and the third costing \$25,000 each for a total cost of \$850,000. Replacement cost of course would be greater than this. These three houses produce 760,000 chickens per year. That is enough chicken to feed 14,615 families per one year, assuming just one eight piece chicken meal per week. Also, what impact will the destruction of these poultry houses have on the environment? What about the waste disposal of destroying three perfectly operational modern equipped poultry houses? What about the farmers' livelihood? How long will it take to find a suitable location to relocate the 18 acre farm and to rebuild with three new poultry houses without incurring any financial burden or loss of income on behalf of the farmer? Also, what message is this sending to our existing poultry farmers and what impact will it have on future farmers? Is poultry farming not appreciated or considered critical in the state of Delaware, specifically Millsboro? Thank you.
Marvin Hall	In Favor of Bypass Around Millsboro Bypass	Public Hearing 9/18, Private Testimony	I'm for the bypass. I have been living in Mills all my life and it done got ridiculous. You can't even get in and out at all. I'm for it. Our development, we have to set 15 or 20 minutes. We live off on 24, on 24, so you can imagine what it is. You can't even get in town.
Gerald Moore	Oppose Blue Route, Environmental Justice, Public Outreach	Public Hearing 9/18, Private Testimony	I live in Frankford, Delaware. I am totally opposed to this bypass. I don't think you guys are taking into consideration the damage you're going to do to farmland, the cropland. You guys are going to devastate a lot of that. It has kind of been swept under the rug for the last three years and all of a sudden this whole project has resurfaced again without letting anyone know. Some of the poor neighborhoods on the other side of Frankford, the minority groups, have no idea you guys are doing this. They don't have access to the internet, and the next thing they know, you're going to take their homes away. I am just totally against it.



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Tina Moore	Oppose Blue Route, Environmental Justice, Public Outreach, Property Taking	Public Hearing 9/18, Private Testimony	I also live in Frankford. We are directly affected by this route and I oppose it. We would lose our house, we would lose our farm, we would lose our livelihood. We would lose the income that we had for our retirement. I don't think it's fair that the African American communities that are surrounding us are affected and nobody cares about them. They've not been notified, they don't have a clue what is going on. We were issued building permits to build our house this year. No one told us that this was going on. Now this is our house that we plan on retiring. It's just not fair. We just found out a couple weeks ago about this whole bypass and our brand new house is directly in line of this bypass. I just oppose it.
Bob Ricker	In Favor of Blue Route, Farmland Impacts	Public Hearing 9/18, Private Testimony	The address of our business is 28547 Dupont Boulevard, Millsboro. My comments would be towards although I am very understanding about agriculture and how important agriculture is to Delaware and Sussex County, I also have to understand being a business owner that owns a business on Route 113 in Millsboro, understand how treacherous the roads have become over the past four or five years with the traffic, particularly on the weekends and particularly in the summer. Using the shoulders of the roads as a third lane to get up and down the highways has caused some accidents and causes total gridlock. I realize we've been in this process for ten years or ten or more years and it is time that we have to move forward. I realize there is going to be some problems with land acquisitions and things like that, but the road has to be built and it looks like the blue road has to be built and it looks like the blue route is the smartest route to do that. I think it's important that the State of Delaware move this thing forward before anymore ill feelings befall the people of Millsboro, Dagsboro, the southern part of the Sussex County area. I realize there is going to be some challenges in doing that. I would also hope that the state would take into close consideration to work closely with the farmers as far as gaining access to their lands, whether it be crossovers or gates that can be put in, I think they need to look at each one of those properties as a separate thing, not one big blanket thing for all of access to farmers to their land. I think each one of them needs to be looked at individually and some special attention needs to be given to getting agricultural people access to their lands. But above anything, the road has to be built. We can't wait any longer and we can't spend any more time on it.
Carrie W. Bennett	Oppose Blue Route, In Favor of Improvements to Route 113, Water Resources, SCEA, Environmental Justice, Cost, Community Facilities,	Public Hearing 9/18, Private Testimony	I have a letter to the Delaware Department of Transportation from the Frankford Town Council. To whom this may concern, please accept this letter into evidence that the town council for the Town of Frankford does not support the DelDOT Route 113 eastern bypass project commonly referred to as the blue route. A project of this magnitude will greatly impact the town and its surrounding areas in a negative manner. The town serves three schools, four churches and over 702 residential properties just within our 2.24 miles town limits. In closing, we feel as though every measure should be taken to keep the current 113 Dupont Highway on alignment and utilize the existing areas, medians and right-of-ways to address future expansion if warranted. If we can be of further assistance, please do not hesitate to contact us. Respectfully, Frankford Town Council, Jessie Truitt, President, Joanne Bacon, Vice President, Cheryl Workman, Secretary, Charles Shelton, Council, Pamela Davis, Council. The second document to the Delaware Department of Transportation is a letter with 13 points of opposition. I'm submitting it for my husband.



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	Traffic, Property Taking		<p>Dear Sir, I was involved with the Millsboro-South Area Working Group for the Rt 113 North / South Study for over three years and would like to offer the following comments concerning the option that was selected. I am opposed to the Blue Route (Eastern Bypass) for the following reasons.</p> <ol style="list-style-type: none"> 1. This option will have severe environmental consequences. The northern section of the “Blue Route” (Eastern Bypass) will cross several areas of important ecological significance. Not only does a major bridge have to be constructed across Indian River, but it crosses three other virgin watersheds of Millsboro Pond, Pepper Creek and Vines Creek. These areas are relatively pristine but would be severely degraded by the construction of a highway. The number of wetlands taken is misleading since these watersheds would be totally disrupted to a degree far greater than the footprint of the highway. 2. The areas that this corridor would be going through are still actively farmed and the highway would effectively separate one side from another causing total disruption with the current agricultural practices. It would further fragment an already fragile economic situation and promote growth in areas that are not adjacent to existing towns. 3. The Indian River school district would be negatively impacted by a highway of this magnitude – the Indian River school is adjacent to a major proposed interchange. 4. A long established African-American community exists adjacent to the former Frankford Elementary School. This community and it’s social fabric would be bisected by the highway. There is no unified voice of opposition since most of the residents are not even aware of this planned highway. 5. The entire Eastern Bypass would have to be constructed in its entirety before it could be used as opposed to upgrading existing 113 as time and money allows. This would cause an already congested situation to get worse by not preserving the existing corridor until, if and when, funds would be available to construct the bypass. 6. The cost estimate in 2010 dollars is approximately 839 million dollars for this bypass. The astronomical price is part of an estimate of what it would cost to construct five new bridges (the Indian River section is over twice the length of the new IR Inlet Bridge). In addition, two major railway overpasses will have to be constructed which will add considerable expense. This money could be used to upgrade many miles of existing highway. 7. The State of Delaware already has a dedicated corridor with existing RT 113, with plenty of room to expand. By choosing the Eastern Bypass, this approach will allow Route 113 to continue to be further degraded due to strip development and poor land use planning. In time it will be thoroughly congested



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			<p>and no longer function as a viable transportation corridor. Now is the time to protect and preserve what we have rather than letting these valuable corridors degrade.</p> <p>8. Confusing traffic analyses have been presented which question whether the Eastern Bypass will be the choice of traffic which would continue to the south. This could leave existing Route 113 with heavy traffic and no further improvements.</p> <p>9. Individual property owners in the area proposed for the new highway have not been directly notified in a timely manner that their properties may be targeted for such use despite repeated assurances that this would happen. This lack of notification, plus limited media exposure, has caused these property owners to be unaware of these plans and kept them from participating in the public input meetings that have been conducted.</p> <p>10. It has been stated that construction of this project is in the distant future but landowners would have their properties and businesses placed in a corridor preservation program. Since there would be no money allocated to compensate them for the hold on their property, this is a case of gross injustice of the power of eminent domain.</p> <p>11. It has been voiced that the Blue Route (Eastern Bypass) will have excess capacity in the future since it will be an entirely new corridor. The old expression that a “chain is only as strong as its weakest link” is a valid point in this case. The decision has been made to leave the Milford area without any improvements and the remaining road improvements are to use the existing right of way. The towns of Georgetown and Selbyville have favored a “modified on alignment” approach and any projected excess capacity will be negated by the decision to use existing Route 113. This will lead to Delaware’s own “road to nowhere” which is a gross misappropriation of federal and state tax dollars.</p> <p>12. The Blue Route impacts the Frankford/Dagsboro Sanitary Sewer district. This could have severe impacts on the future expansion of the district.</p> <p>13. I was the sole representative on the working group who presented the area from the Indian River south to Selbyville that was east of Rt 113. It is no surprise that this was the area targeted for the preferred route.</p> <p>I am strongly opposed to the Blue Route. The best solution to existing and future traffic problems is to use the existing right of way of Route 113, which is large enough for a “modified limited access highway”. The “modified” approach would give business access to the highway and provide an uninterrupted flow for thru traffic. Large sections of this roadway are still viable and the environmental, agricultural, and sociological effects are already established. Going into virgin areas with massive road projects creates a host of secondary effects that have not be taken into account. The preferences of the town and citizens of the rest of the corridor</p>



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			<p>are to stay on the existing Route 113. The towns of Frankford and Dagsboro have no development west of Route 113 and their comprehensive plans can be changed to allow the towns to grow together. Connections to Route 24 and Route 26 have been planned for in the On-alignment concept which would address those traffic needs and would not change the scope of the project.</p> <p>Highway projects take the path of least resistance and tend to target environmental, agricultural and rural areas because they have no voice in opposition. In this era of dwindling environmental, financial and agricultural assets, it would be prudent to protect these resources.</p> <p>The Feasibility Study of July 2001 recognized the benefit of upgrading the existing Route 113 corridor in terms of cost, timely implementation and environmental impacts. This study also endorsed the concept as supporting the Livable Delaware initiative and long range transportation goals of DelDOT.</p> <p>Sincerely, Jim Bennett. Bennett Orchards, 31442 Peach Tree Lane, Frankford, Delaware 19945.</p> <p>Copies sent to Jack Marquel, Governor, Collin O'Marris, secretary of DNREC, Ed Key, Secretary of Agriculture, Gerald Hocker, Senator, John Atkins, Representative.</p>
Mike Falkenstein	Oppose Blue Route, In Favor of Improvements to Route 113	Public Hearing 9/18, Private Testimony	<p>I'm almost to Millsboro. Even though it's a Georgetown address, I'm affected by this project. I oppose this entire project, specifically the blue route for the following reasons. You have to build six or seven new bridges for no reason. Its wide loop to the east takes entirely too much private land and property. What I would propose you do is use common sense, logic and reasoning here. Either follow your own plan, the Yellow Route, or simply do the following: Go down existing 113, put your interchanges there, widen the road. The road already exists. Go down Route 24 which already exists and widens it. There is no reason for miles of brand new multi-lane highway when you already have existing highway. The yellow route does give a bypass around the bottleneck in Millsboro. That's needed. Other than that, its minimum distribution and you're going on already existing road. It is insane and ludicrous to go with any other proposal. Use your own yellow route. That's all I have to say. Please contact me. I know I'm not very articulate, but I'd like to talk to somebody about this because I live right next to all the proposed routes. Thank you.</p>
Dave Potter	Oppose Blue Route, In Favor of Improvements to Route 113, Modification to Alternative, Water Resources, SCEA, Environmental Justice, Cost,	Public Hearing 9/18, Private Testimony	<p>My name is Dave Potter and I live on Gravel Hill road just outside of Millsboro, 28078.</p> <p>Our property is about 800 feet from the Blue Route proposed bypass where it crosses Millsboro Pond. We are adamantly against the blue route bypass because of the fact that it entails two bridges across Millsboro Pond, knows out several homes on its way to Route 24, knocks out a chicken farm and it's the most expensive route of the choices. That's the blue route. We are in favor of the on alignment yellow route, modified on alignment yellow route which is on 113 running north and south. If there has to be a connector route from 113 to 24, then it, the connector route should be moved half a mile north where it crosses Route 30, so traffic and trucks from Mount Air area to 113 can go there and the land it would go through there would be Mount Air and mostly state property. It would impact very few residents, if any. So, and also we are against the rest of the blue route below the Indian River because it affects a lot of our friends down there. Totally the blue route entails five bridges and that's very, very costly route and it would do much damage to the environment and water systems that cross. Can I enter a document in? Or what do I have to do? Do I have to read it? Okay. I shall read it.</p>



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	Community Facilities, Traffic, Property Taking		<p>Dear Sir, I was involved with the Millsboro-South Area Working Group for the Rt 113 North / South Study for over three years and would like to offer the following comments concerning the option that was selected. I am opposed to the Blue Route (Eastern Bypass) for the following reasons.</p> <ol style="list-style-type: none"> 1. This option will have severe environmental consequences. The northern section of the “Blue Route” (Eastern Bypass) will cross several areas of important ecological significance. Not only does a major bridge have to be constructed across Indian River, but it crosses three other virgin watersheds of Millsboro Pond, Pepper Creek and Vines Creek. These areas are relatively pristine but would be severely degraded by the construction of a highway. The number of wetlands taken is misleading since these watersheds would be totally disrupted to a degree far greater than the footprint of the highway. 2. The areas that this corridor would be going through are still actively farmed and the highway would effectively separate one side from another causing total disruption with the current agricultural practices. It would further fragment an already fragile economic situation and promote growth in areas that are not adjacent to existing towns. 3. The Indian River school district would be negatively impacted by a highway of this magnitude – the Indian River school is adjacent to a major proposed interchange. 4. A long established African-American community exists adjacent to the former Frankford Elementary School. This community and it’s social fabric would be bisected by the highway. There is no unified voice of opposition since most of the residents are not even aware of this planned highway. 5. The entire Eastern Bypass would have to be constructed in its entirety before it could be used as opposed to upgrading existing 113 as time and money allows. This would cause an already congested situation to get worse by not preserving the existing corridor until, if and when, funds would be available to construct the bypass. 6. The cost estimate in 2010 dollars is approximately 839 million dollars for this bypass. The astronomical price is part of an estimate of what it would cost to construct five new bridges (the Indian River section is over twice the length of the new IR Inlet Bridge). In addition, two major railway overpasses will have to be constructed which will add considerable expense. This money could be used to upgrade many miles of existing highway. 7. The State of Delaware already has a dedicated corridor with existing RT 113, with plenty of room to expand. By choosing the Eastern Bypass, this approach will allow Route 113 to continue to be further degraded due to strip development and poor land use planning, In time it will be thoroughly congested



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			<p>and no longer function as a viable transportation corridor. Now is the time to protect and preserve what we have rather than letting these valuable corridors degrade.</p> <p>8. Confusing traffic analyses have been presented which question whether the Eastern Bypass will be the choice of traffic which would continue to the south. This could leave existing Route 113 with heavy traffic and no further improvements.</p> <p>9. Individual property owners in the area proposed for the new highway have not been directly notified in a timely manner that their properties may be targeted for such use despite repeated assurances that this would happen. This lack of notification, plus limited media exposure, has caused these property owners to be unaware of these plans and kept them from participating in the public input meetings that have been conducted.</p> <p>10. It has been stated that construction of this project is in the distant future but landowners would have their properties and businesses placed in a corridor preservation program. Since there would be no money allocated to compensate them for the hold on their property, this is a case of gross injustice of the power of eminent domain.</p> <p>11. It has been voiced that the Blue Route (Eastern Bypass) will have excess capacity in the future since it will be an entirely new corridor. The old expression that a “chain is only as strong as its weakest link” is a valid point in this case. The decision has been made to leave the Milford area without any improvements and the remaining road improvements are to use the existing right of way. The towns of Georgetown and Selbyville have favored a “modified on alignment” approach and any projected excess capacity will be negated by the decision to use existing Route 113. This will lead to Delaware’s own “road to nowhere” which is a gross misappropriation of federal and state tax dollars.</p> <p>12. The Blue Route impacts the Frankford/Dagsboro Sanitary Sewer district. This could have severe impacts on the future expansion of the district.</p> <p>13. I was the sole representative on the working group who represented the area from the Indian River south to Selbyville that was east of Rt 113. It is no surprise that this was the area targeted for the preferred route.</p> <p>I am strongly opposed to the Blue Route. The best solution to existing and future traffic problems is to use the existing right of way of Route 113, which is large enough for a “modified limited access highway”. The “modified” approach would give business access to the highway and provide an uninterrupted flow for thru traffic. Large sections of this roadway are still viable and the environmental, agricultural, and sociological effects are already established. Going into virgin areas with massive road projects creates a host of secondary</p>



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			<p>effects that have not be taken into account. The preferences of the town and citizens of the rest of the corridor are to stay on the existing Route 113. The towns of Frankford and Dagsboro have no development west of Route 113 and their comprehensive plans can be changed to allow the towns to grow together. Connections to Route 24 and Route 26 have been planned for in the On-alignment concept which would address those traffic needs and would not change the scope of the project. Highway projects take the path of least resistance and tend to target environmental, agricultural and rural areas because they have no voice in opposition. In this era of dwindling environmental, financial and agricultural assets, it would be prudent to protect these resources.</p> <p>I just wanted to for the record that a friend of mine wrote this and I am in agreement, these 13 reasons, and I wasn't actually on the working committee, but he was. His name is Jim Bennett, but I am in 100 percent agreement with what he has to say. I'm finished.</p>
Diane Potter	In Favor of Improvements to Route 113	Public Hearing 9/18, Private Testimony	<p>My name is Diane Potter. I'm David Potter's wife and I fully agree with everything David Potter just said and also in agreement with what he just read. I think that it should be a modified on alignment on 113 to help the north/south flow and if there has to be a connector from 113 to 24, I would hope that it could be moved north on 30 on state and Mount Air property to not affect so many people. It does upset me to have to say we live just outside of town but yet we really have no say, no vote in the town, yet some of the very people in town are making and helping to make decisions that affect so many people. So anyway, that's how I feel and I think that pretty much covers it for me.</p>
Deborah Deck	Oppose Blue Route, Millsboro Pond, Wildlife, Land Use, Property Taking, Modification to Alternative	Public Hearing 9/18, Private Testimony	<p>Millsboro Pond is a wildlife refuge. I think just the use of refuge means that it's a protected area. WE have a situation where during the summer, 13 weeks of the year of the calendar year, on weekends, Friday, Saturday, and Sunday, doing the math that's 39 days out of the year we see an influx of transients on their way to the shore. Rehoboth Beach, Bethany, Ocean City, and it appears as though there is a push to put through a bypass that would go right through the refuge at Millsboro Pond with two individual bridges passed across Indian River, takes out chicken farmers and family farms, literally to move transients to their destinations mere minutes faster. Putting that bypass in, as I said it goes through Millsboro Pond where just several years ago we had the American Bald Eagle on the endangered species list. We had nesting pairs of bald eagles on the pond. We were home to eagles, osprey, otter, migrating Canada geese. Two bridges through the middle, and it is right through the middle of that pond is going to disrupt the waterway, the flyway for those birds that are passing through and destroy the habitat for the eagle and the osprey who hunt it. Not only will it – it has an environmental impact to put that bypass in, it also is using tax dollars that could be better used to upgrade 113 with additional lanes with limited access to send people down the appropriate routes they need to go on and providing some relief for the emergency vehicles that need to get through there. I think that also our property values and the very quality of life that we have in the area will be greatly diminished by the construction. The taxes and the amount of traffic that we're going to see. I don't think the town of Millsboro is in the position to pronounce what is going to happen to its immediate neighbors which everyone who is on the town line around the pond, we are their neighbors and I do not think we are being addressed as equals. I don't believe the bypass</p>



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			has a place as it stands with the blue alternative. I'm in support of the green alternative that is being circulated as an environmentally friendly alternative. I'd like to see that go forth. Thank you.
Judi Thoroughgood	Oppose Blue Route; Traffic, Modification to Alternative	Public Hearing 9/18, Private Testimony	Sussex County born and raised. Love the area and hate to see what is happening here with families and friends against each other for a variety of reasons, but I feel I have to speak up because something needs to be done to eliminate or ease up the traffic going east and west on 24 and also north and south on 113. I live just off 113, so I know the problems of getting out onto the highway, but also travel on 24 to get to family and then traveling back home. It is nothing to take 20, 25 minutes to get from Hollysville Road to home which is right here in the town of Millsboro. I think we at least need a truck route. We need something to eliminate some of the traffic that is going through town. Get the trucks to Mount Air and to places east of Millsboro without, they just need to be able to get to Mount Air with a truck route rather than going through the town of Millsboro. Georgetown has a truck route, Seaford has a truck route, most towns have a truck route. That is what Millsboro needs as well. They need a route to alleviate some of this traffic coming back in. I'm not sure how to eliminate the traffic coming west on 24, but east on 24 there seems to be an obvious choice and maybe west on 24 is the same thing. But we need a truck route, we need some way to move traffic more smoothly than what we have right now.
Michael Potter	Oppose Blue Route, Millsboro Pond, SCEA, In Favor of Improvements to Route 113	Public Hearing 9/18, Private Testimony	I have already spoken in the public hearing but I also wanted to speak at the private hearing because the Town of Millsboro is making all the decisions on this project, but the bypass is not even going through the town of Millsboro. They are speaking for the people outside of the town who are being affected by this and that is not right. There is no reason why this bypass could not be made on alignment and there is no reason why the 113 to 24 connector road cannot be moved further north. I know that the environmental studies have said that's incorrect, but if they can build a highway over the Everglades, an interstate through the Everglades, there is no reason why they cannot build a bridge of a 20-foot stream instead of two 500-foot to 1,000-foot sections of Millsboro Pond along with a half mile peninsula that would be entirely waterfront. There is no way that moving it further north would be more invasive than leaving it where the current proposal is. If you move it further north, I can promise you all your state representatives and senators would be in favor of that move, but they are not in favor of crossing Millsboro Pond. Also, if you do it on alignment, your businesses will stay thriving If you put a bypass around the town. Your businesses will die regardless of what your hired people that you brought in from out of state tell you. Businesses will die. On alignment does not affect homeowners. It may affect a couple of businesses, but probably not the point that they would have to be torn down. Hardees could easily be relocated without putting a dent into the corporation of Hardees. Everywhere else in the town of Millsboro you have a very, very wide median and there is no reason why a third lane couldn't be added, leaving access to the business. An on alignment route without limited access, with total access to all businesses was never on the table. It was never an option for anybody to look at. Of course people are going to be against an on alignment route with limited access. It would hurt businesses and it would divide the town. But an on alignment route with access to businesses and with major thoroughfares such as the 24 light would



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			work. It works in Lewes and Rehoboth. Granted it gets backed up, but there is a lot more lights over there. People in Millsboro are just trying to pass through. So adding an extra lane would certainly work. Thank you. My name is Michael Potter again. I forgot one part. There is a conflict of interest currently on the planning committee and on the Town of Millsboro in the form of John Thoroughgood. He owns the concrete company in town. He got the contract for the Indian River Bridge and he will probably be trying to get the contract for this major, major bypass again. There is a conflict of interest for him to have a vote on the town council regarding this project. It's a conflict of interest for him to be on the planning committee for this project. That is all. Thank you.
Glen Smith	Oppose Blue Route, SCEA	Public Hearing 9/19	My family own three properties within the town limits of Selbyville, two commercial, one residential. .Before I get started on my part, I want to recognize the people who run our town, Mayor Murray, Bob Dickerson, our town manager, our chief of police, Scott Collin. These people have character to make this a wonderful place to live and work. Whatever happens, I want to see that Selbyville continues to thrive and grow in the process. The example that access, the businesses there all thrive. If you go farther down where they put up all the barriers and cut off all the businesses, you see 45 years later abandoned buildings. I just don't want to see that happen to Selbyville. From a very personal note, it's not that I don't care about other people, but the fact that someone wants to get past our town in a hurry, let them take a different route. Let them take 113. I want people to stop at Doyles Restaurant, go to different buildings in Selbyville, buy gas and go to the new shops that are growing up in the new community that are opening up in Selbyville. That is what I want to see happen. The bypass if that is limited access, that all happens and the town dies. Personally we have three properties as I said. This project totally eliminates one of my commercial properties and my son Zach Smith is sitting right back there, 22 years old , is sitting there waiting to take over this business. We bought the second property to build for him. He is doing a terrific job and it would absolutely break my heart to see that property be taken away so someone could get to the beach faster. That's a selfish perspective. I want my son to have an opportunity. I actually bought a house in town to be close to this property so he could be at work in two to three minutes. So that's a personal concern. The other is living and working in this town has been such a great experience, I don't want to see it destroyed. So obviously I am not in favor of limited access or the overpasses that would destroy property and take stuff away. Thank you for your time.
Michael Potter	Oppose Blue Route, Millsboro Pond, SCEA, In Favor of Improvements to Route 113	Public Hearing 9/19	I have already spoken in the public hearing but I also wanted to speak at the private hearing because the town of Millsboro is making all the decisions on this project but this bypass is not even going through the town of Millsboro. They are speaking for the people outside this town who are being affected by this and that's not right. There is no reason why this bypass could not be made on alignment and there is no reason why the 113 to 24 connector road cannot be moved farther north. I know that the environmental studies have said that's incorrect, but if they can build a highway over the everglades, an interstate through the Everglades, there is no reason why they cannot build a bridge over a 20-foot stream instead of two 5000 foot to 1,000 foot sections of Millsboro Pond along with a half mile peninsula that would be entirely waterfront. There is no way that moving it further north would be more invasive than leaving it where the current proposal is, If you move it



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			further north, I can promise you all your state representatives and senators would be in favor of that move, but they are not in favor of crossing Millsboro Pond. Also, if you stay on alignment, your businesses will stay thriving. If you put a bypass around the town, your businesses will die regardless of what your hired people that you brought in from out of state tell you. Businesses will dies. On alignment does not affect homeowners. It may affect a couple businesses but probably not to the point that they would have to be torn down, Hardees could easily be relocated without putting a dent into the corporation of Hardees. Everywhere else in the town of Millsboro you have a very, very wide median and there is no reason why a third lane couldn't be added, leaving access to the business. An on alignment route without limited access, with total access to all businesses was never on the table. It was never an option for anybody to look at. Of course people are going to be against an on alignment route with limited access. It would hurt business and it would divided the town. But an on alignment route with access to businesses and with major thoroughfares such as the 24 light would work. It works in Lewes and Rehoboth, Granted, it gets backed up, but there is a lot more lights over there, People in Millsboro are just trying to pass through, So adding an extra lane would certainly work, thank you, My name is Michael Potter again, I forgot one part, There is a conflict of interest currently on the planning committee area and on the Town of Millsboro in the form of John Thoroughgood. He owns the concrete company in town. He got the contract for the Indian River Bridge and he will probably be trying to get the contract for this major, major bypass again. There is a conflict for him to have a vote on the town council regarding this project. It's a conflict of interest for him to be on the planning committee for this project. That's all, Thank you.
Eddie Davidson	Oppose Blue Route, Farmland Impacts, Property Taking, Public Outreach, In Favor of Improvements to Route 113	Public Hearing 9/19	I am from Dagsboro too. Let me say a public speaker I am not. But after seeing the plans for the eastern bypass, I have done an excellent job buying farmland, chicken houses – in a tree farm over the last 39 years so DelDOT would have a place for a highway. To bypass directly goes through seven chicken houses, four pivots and a tree farm that was timbered and re-planted with loblolly pine that is 22 years old. The bypass, after passing through my houses and irrigation systems and my trees, cut through the system into the crossing of Pine Neck Road onto which my son's properties, taking 300 feet of road frontage, the same location he was planning to build. The bypass crosses the entire field leaving useless land on both sides. The bypass then enters the property behind his known as the Mornings of Peppers Creek, the land DelDOT paid developers thousands of dollars just last year. Our family's life will change. My daughter, my son in aw, I have a 4-year old granddaughter and a 2-year old grandson, they live on Pine Neck Road. As I read this flyer, a little small thing came to mind. How was the public involved in this study. I'm going to just read one sentence. There were more than 50 meetings with individual property owners. I have not seen anybody through the course of all this. I was to understand that the project was over just a year or so ago. You are building a four lane road for miles across water, a few homes, farmland, and woodland, to intersect with Route 26 which is only two miles from 113. Just upgrade 113. I appreciate your time.



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Carrie W. Bennett	Oppose Blue Alternative, Environmental Justice, Public Outreach	Public Hearing 9/19	Last night I spent a lot of time talking to people about what was wrong with this plan. Tonight I want to talk to you about what you can do. Tonight there is a stenographer in the back corner, You must leave some kind of permanent record here, either in writing or at the microphone or with the stenographer. Please don't leave without letting your thoughts be known. Your legislators are your greatest defense. I would urge a resolution to kill this plan. I would ask for it not to be funded. It has been pointed out to us by DelDOT officials, it is not a referendum here tonight. When this is over, they are going to proceed, DelDOT will proceed with the federal environmental impact study, then they will proceed with the record of decision and the next step is the corridor preservation and friends and neighbors who are right in the roadway in the corridor will have their land devalued, they will be unable to sell or make improvements. They will neb in a perpetual state of limbo. Some kind of legislation is needed to protect them from this injustice. We need to pressure the Governor. He is quoted in the DEIS document as being in favor of this plan because it will brings jobs and federal money. The only jobs will be for out of state contractors. If legislators don't fund the state's share, there will be no federal money to match it and that same state share, 20 percent of a billion dollars, could provide a lot of highway upgrades and improvements. If you are a resident of one of the three African American communities heavily impacted by this plan you have never received any notice whatsoever from DelDOT and you have had your civil rights ignored. So under the abuse of eminent domain heading, you need to contact the National Commission on Civil Rights or the FBI Civil Rights Division or the NAACP or the Delaware Attorney General's Office. Don't waste your time trying to contact someone with DelDOT who works with civil rights, Finally folks, I believe we can fight this, even if we have to drive a tractor-cade to Dover to request an audience with the Governor and the legislators. They did it in Maryland, they drove a tractor-cade to Annapolis. United together, we are the citizens of Millsboro, Dagsboro, Frankford, Selbyville and we are Delawareans, we are Sussex Countians, we must remain vigilant and active in resisting the worst highway expansion design ever to threaten our beloved homeland.
Jim Bennett	Oppose Blue Route, In Favor of Improvements to Route 113, Cost, Community Facilities, Traffic, Property Taking, Public Outreach	Public Hearing 9/19	I was involved with the Millsboro working group for three years on this project and would like to offer the following. I'll summarize my letter here. I was opposed to the blue route from its inception and here are just a couple of the reasons why, This option has severe environmental consequences. It encompasses five new bridges across virgin waterways, The number of wetlands taken is misleading because they will be degraded far more than what the actual footprint of the bridge will be. The area that the corridors go through are still being actively farmed as you have heard from Mr. Davidson and other people and it would fragment an existing farm. Fragile farming operations just because you can't get from one side or your farm to the other. The Indian River school district will be negatively impacted because there is a major interchange at Route 20, right in front of the school. A long-established African-American community exists next to the former Frankford Elementary School. There has been nobody who has actually notified these people. When I was on the working group, I requested that flyers be sent out to everybody who may be affected. That didn't happen. The only time anybody has gotten any information is last Friday and Saturday to alert them to this hearing tonight, out of ten years of study. The entire eastern bypass would have to be constructed in its entirety, a



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			billion dollars before any of it could be used. A billion dollars could go a long way to improving the roads that we all travel, live on and work on to make it safer for us rather than some pie in the sky idea that is being thrust upon us. The State of Delaware already has a dedicated corridor with Route 113. My recommendation was let's use the existing corridor that we have rather than let it be further degraded to the point when it is no longer usable and that is why I think what the ulterior motive is to force 113 to be not viable so that we have to have a blue route. When I was on the working group, traffic studies were done and analysis was confusing whether people would actually use the new bypass to continue south or whether they would stay on the old road. So the computers couldn't even figure out where people would go. Individual property owners have not been notified. They said they've had all these public workshops, but when I requested that people be notified before the workshops, I was told that we're not going to notify people until we decide where we want to go with the road because we don't want to unduly alarm them. That to me is a gross injustice. To summarize, I'm opposed to the blue route. When the first analysis was done, the feasibility study of July 2011. It was said that the best version of this would be to upgrade existing Route 113—timely implementation of environmental impacts and that should satisfy the long range goals of DelDOT. Thank you.
William Chandler	Oppose Blue Route, SCEA, Cost	Public Hearing 9/19	Most of you know me or many of you do, I'm a lifelong resident of Dagsboro. I live in the same home where I was raised and where my parents lived and where my grandparents lived. I'm here with my sister tonight, Patti Adams, who is the Mayor of Dagsboro. She would ordinarily do the speaking, but if you know my sister, no conversation can last just three minutes. So I want to take a little bit of time to tell you that like all the others who have come before me, I'm totally opposed to the blue alternative as a route that DelDOT has proposed. I have been to at least three meetings that DelDOT has convened public forums to hear the explanations for why this is the best alternative. I have read all the materials that have been provided in connection with the study. I have spoken to officials at DelDOT including the former Secretary, Caroline Wicks, All I can say is that after all these conversations and all that reading, I feel a lot like Mark Twain. The more DelDOT explains it, the more I don't understand it. There is a cheaper, more efficient way to accomplish what we are trying to accomplish here, which after all, the reality is that's to make it easier for people who are coming from our of state to get to the resorts, to the beaches. That's what this is all about. Let's not fool ourselves about the reason for this. But what worries me the most aside from all the arguments, I jog on Eddie Davidson's farmland. I go through the farm and by his tree forest area and I jog through that. What it reminds me of us you have to think about it, But we are really blessed to live where we live. It is a beautiful area, beautiful area. There is a reason why people don't go to New Castle for vacation, but people come from New Castle to Sussex for a vacation. The quality of life that we have here is sort of our own curse. It's so great and so wonderful and so precious that others want to enjoy it, too. We actually incentivize it. We create tax incentives for them to come here. But the quality of life is what really draws them. But there is an irony in all economic development. There is a tipping point, as Malcolm Gladwell wrote, A tipping point where the more growth you cause and allow to happen, eventually it sacrifices the quality of life which attracts that growth in the first place. When you cross that tipping point, you'll end the growth. Nobody will want to come here anymore because they won't want to



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			look at what is then New Castle County. If you want to look like New Castle County, go right up to New Castle County, have at it. If you build this road, you will not only destroy all of that pristine farmland and all that pristine watershed area, you will attract more growth around that highway, more houses, more residences, more tract developments, more strip shopping malls. All of it, pretty soon you'll be in New Castle County. That's all. Thank you very much.
Carol Hudson	Oppose Blue Route, In Favor of Improvements to Route 113, Modification to Alternative, Property Taking, Traffic, Land Use, Community Facilities	Public Hearing 9/19	Why should we build this bypass? When we look at it, we think of our economy, tourism, effects on our environment and safety, Tourism season ranges from mid June until August, 10 weeks, folks, that's it. They're here from D. C., Baltimore, above the canal and Pennsylvania. They live with the traffic and bypasses every day. They come here to avoid all that. They pay thousands of dollars to stay her for one week to visit out pristine beaches, forests and lands, as well as our farms. They participate in hiking, aquatic activities such as beaches, boating, crabbing and fishing. They visit our wetlands and our canals and state parks. They don't want any of this to change. Routing them through 480 parcels of land, nine bridges, overpasses, Indian River, Pepper Creek and Vines Creek and destroying wetlands are totally unacceptable. I'm sorry, We grow bees, I don't care about butterflies. I don't care about squirrels. Maybe we should all be bees, because eventually they are going to be a protected animal, too. Delaware promotes our amenities, and DelDOT attempts to destroy them. They tell us it is for safety, but we have meteorologists – storm forecasting and DEMA to tell us to evacuate several days prior to a storm. Contrary to communities that will suffer from lack of safety, on and off ramps at the Indian River High School is totally unacceptable, Imagine a 16 or 17 – on and off ramp, it scares the dickens out of me. There are four road signs before you get to Murray Road telling you children at play. Two of them on that road and still my son got hit by a car and suffered a permanent brain injury. And we asked DelDOT to reduce the speed of the road. What is their response? Well, let me tell you what the response is. To make Murray a major highway and to increase the speed. That's what they're doing. They are running a house through my neighbor's new house and barn and demanding corridors, preventing it from going to our children, decreasing our property values, tying up our land for years and preventing us from selling it, Still, we have to struggle to pay the mortgage. I'm sorry. Stealing. And I thought we lived in America the free, not communist China. You disrupt the culture, you make it so we can't make a living, and our family has been in Sussex County for 200 years. We are a multi-generational farm (inaudible) of the land, this is ridiculous. It is not forward thinking. It doesn't answer the problems of bottlenecks of 24, 26 and 54. Public transportation should be a passenger railroad. Make that for the passengers. Shuttles and parking garages in addition to widening 113 makes more sense. It gets people off the roads, it does not disrupt our community. Your plan is too much... people can rent cars once they get to their destination.
Blair Parsons	Oppose Blue Route, Farmland Impacts, Traffic,	Public Hearing 9/19	I am speaking on behalf of my husband's family, Parsons of Dagsboro. We were all in attendance at the hearing last night in Millsboro and as I spoke to one of the representatives from DelDOT about the impact that this project will have on our family's farms, his response was startling. It was also very telling of why I think we're in this situation. I pointed out to him on the map that the SR 26 connector crosses the middle of our family's 100 year old farm, as well as three of the other four farms owned and worked by my family. I asked



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	Evacuation, SCEA		<p>him if they give any consideration to the historical value of such properties when they decide on their plans. His response? When we make these decisions we're just looking at lines on a map, we don't know that these are family farms. We are not just lines on a map. These are homes, farm, and businesses, many of which have been passed on from generation to generation and when you start running roads through the middle of them, you are ruining people's lives. Please don't use this well, this is 20 to 30 years down the road because you're talking to people who hope to be here in 20 to 30 years, who hope to one day pass these properties to our children and our grandchildren, just like generation before us did. I don't think anyone denies that there is a serious traffic issue in Millsboro, but listening last night to one of the Millsboro Councilmen speak, he mentioned that it took him a whole five minutes to cross one road and another 15 minutes to get down another, and that's what we're talking about here. Relieving 20 minutes of someone's time? At what expense? When you take away these farms and homes and businesses, you can't get them back. I also have a very hard time looking at that map and believing that the Blue Alternative was the best fix you have to this problem. What is the point of building a four lane road just to deposit right back onto 24 and 26? Is there some portion of this plan that we're not seeing where you convert those roads into 4 lane highways? Do you think taking thousands of cars and forcing them to merge back into one lane is going to cause a new series of problems, or is that just DelDOT's way of creating job security by creating a new problem they get to fix down the road? Why is the SR 26 Connector Route even necessary? You are building a two lane road a few hundred yards away from a functioning two-lane Route 26 that you just did improvements on. What happens when you re-route all this traffic around these small towns? You are taking all of their business away. It is hard enough to survive as a small business owner, trust me. My husband and I both own our own businesses. They shouldn't have to worry that all of their traffic will disappear for no reason. I also understand that there is a need for a better evacuation route in the area. I agree with the many people who spoke last night about the decision to run this bypass over tidal waterways. Have you ever been here during a storm? Not even a hurricane or a nor'easter, just a really rainy day? It floods a lot and you think putting us on bridges across waterways is going to fix this? It has become obvious over the past few years living in Sussex County that DelDOT is incredibly out of touch with the needs of this area. We all watched the Inlet Bridge --, we saw the businesses on 54 almost close for good just from construction delays and they're about to do the same thing on Route 26. So when you go back to your offices in Dover and Annapolis, back to where you can sit unaffected by the decisions you make, please at least consider conceding a little to these people that are just lines on a map to you. Please prove to us that these hearings weren't just DelDOT paying lip service to our communities. Please don't make this another one of your mistakes, because the people in this room cannot afford to take that risk.</p>
Carlton Mitchell	Oppose Blue Route, Farmland Impacts, Community	Public Hearing 9/19	<p>The only thing that I'm concerned about is I realize that there is a traffic problem but this issue of everybody coming up with this bypass, they are not asking the public. It seems like they are trying to force it on us. My concern is even if you build this road, how many years down the road is it going to be too many people to Ocean City and they're going to turn around and want to pull that road back out I guess. But my main concern is taking our farmland which our fathers have worked for us and</p>



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	Facilities, Traffic		passed down the line and I plan to do the same thing, I hope not, but if this road comes, I don't know what we're going to do. Another thing you need to consider is the emergency response to equipment. You have a house fire and one on the opposite side of this bypass. How are they going to get across there? You're talking about limiting to e access to go across the roads and stuff. People is going to burn up before you ever get there. I realize we have a problem, but that's all I've got to say.
Rich Collins	Oppose Blue Route, Property Taking	Public Hearing 9/19	Folks, I'm kind of a student of government and during one of my conversations I found out that one reason up at the north part they can't re-route the road off the Millsboro Pond is because of endangered species. How many of you know that just in the month of August our Department of Natural Resources added approximately 20 insects, about six fish and a snake to the list of endangered species here in Delaware? Frankly, I have been investigating this process trying to figure out exactly how it works and how we can influence it. What I found is that it seemed to be so murky, so deeply bureaucratic that it almost seems designed to make sure that we can't influence the process. I'm telling you folks it's time for that to change. This is not America anymore. You know, this process started ten years ago. How much has changed in that ten years' time? Then we hear that this is going to take 20, 30 years maybe to build some of it. How much more will it change in that time? And all during that time if this blue route is designated, then whoever is near it, use of your property is more or less devastated, denied, you won't be able to get a loan, you're not going to be able to sell it. They are probably not going to buy you out, and if they do, it's going to be some bargain basement rate because they don't need it then. So I don't know. I just think there has got to be a better way for government to function. We are still going the wrong way, folks. Each and every day. All you've got to do is check the register. It's called The Register of Regulations, every month dozens of new regulations taking our freedom come away, none of it done by anybody we can elect. It is time to make a change and bring our government back to be accountable to us. To start, we need to stop this blue route business. This is insanity. It is going to kill these towns, it's going to kill lots of things. Thank you.
Henry Bennett	Oppose Blue Route, In Favor of Modified On Alignment, Farmland Impacts, Public Outreach, Community Facilities, Land Use	Public Hearing 9/19	I'd like to introduce myself. I know many of you in the audience, but I'm Henry Bennett and my brother Hale and I are six generation farmers. We have continually cultivated the same land for six generations in Sussex County. First of all, I'd like to thank our state legislators for their attention to the needs and concern of all local citizens since certain agencies have failed to do so during the ten years of this planning period. I think that's evident tonight. During the public testimony at last night's meeting, it became apparent to all that the only four speakers in favor of this were the Millsboro Town Council. What most people don't realize is that special interests lie in the Millsboro Town Council. This is why they have shoved their transportation problems on the citizens of Sussex County instead of having improvements in their own town. Yet improvements in Millsboro have only been proposed with limited access leaving no access to existing businesses, as you can see with the yellow alternative. The town council has never explored the option of simply adding lanes to 113 without limited access. Last night the only people we heard speak in favor of this were town council members who were elected by 270 constituents total. They are speaking for 270 people who are not affected by this. The town council of Millsboro is comprised of developers, builders and a



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			business owner with substantial revenue provided by DelDOT contracts. This DelDOT contractor was also allowed to serve on the working group despite this conflict of interest. The Millsboro working group is the one that brought you this \$1 billion project with five bridges, nine overpasses and six interchanges including one dangerously close to the Indian River High School where I attended. Friday night football at Indian River, you are going to be hearing an interchange and you're going to be seeing one right from the bleachers. Dagsboro, Georgetown, Frankford and Selbyville town councils who represent far more than Millsboro do have all come out in favor of the on alignment proposal. Why are we letting the special interest of this Millsboro Town Council drive our statewide transportation decisions? Last time I checked, DelDOT is funded by and paid for and is supposed to work for the citizens of Delaware, not the special interest of a few in Millsboro. Who is the Millsboro Town Council representing besides themselves? Also, modified on alignment without limited access, which is not laid out for unknown reasons, maybe because it makes too much sense, would not ruin your business on 113 as the Millsboro Town Council has mislead local owners to believe. In the long run, bypassing local town centers would divert traffic along with millions of dollars of revenue away from businesses on 113. Is that worth sacrificing to avoid temporary construction? All to take people to the parking lots known as Route 1 and Coastal Highway. I understand that with all highways, someone will always be adversely affected. What I don't understand is why DelDOT and the Millsboro Town Council chose the most invasive option as their preferred alternative with no efforts to minimize the impact on the hard working Sussex Countians and the environment that we all love. Many local residents will be severely affected and have never been notified during this ten year planning process. If the blue route is approved, even on paper, we will sacrifice this county that we all love and cherish compromising the beauty of undeveloped areas in Sussex County. This option causes the greatest damage agriculturally, environmentally, culturally and economically. The tragic irony of it all is that this road does nothing but transfer traffic congestion from one area to another, spending \$ 1 billion on an ill-conceived road to nowhere. Thank you all for coming out tonight and I really urge you to either fill out a comment or talk to the stenographer and let everyone know how we feel. We can hope they take our comments and we can just hope they do something with them, even it is a fox skirting the hen house. Thank you.
Joe Staley	Oppose Blue Route, Noise, In Favor of Improvements to Route 113	Public Hearing 9/19	I am new to your community. We built a retirement home five years ago over in Dagsboro off of Route 20 and when we looked at the property, one of the first things I said was when I open my car door, I can hear the sound of silence,. That to me was a wonderful thing. Because in New Jersey, I lived on Interstate 295. I know what noise is like. The state was kind enough to put a 30-foot high noise barrier behind my house, but it still has noise. We have tried to sell that house for the last four years., We have had well over 150 people look at it and every one of them said we love the house, beautiful yard, we don't like the noise. Looking at the blue route planned, a feel a lot of you folks are going to be affected by noise. Looking at the displays that has been put up by DelDOT, I noticed that the folks in Allentown ,in Georgetown and Selbyville are all on something called an on alignment improvement, But for some reason, they want to build this big thing around Millsboro. One of the other things that I noticed was that the yellow route seems to have the least amount of



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			environmental impact. I have addressed the noise. The one question I had for the engineers was I have noticed the traffic over the last couple of years in the summer and believe me, it's nothing like what we have in New Jersey, but the big problem that I have seems to be the two lights they put in for Lowe's and of course the light at 24. I don't know what it would take to maybe construct an interchange and bring the entrance to Lowe's over top of 130 maybe and eliminate the two lights. I also was questioning about why they don't consider an underpass at 24 and Millsboro, because when you build an overpass like on the edge of a town, it just doesn't look nice. Up in New Jersey it attracts graffiti. I know you don't have that problem down here. But those are the things that I observed and maybe folks could consider that. Thank you very much.
Debra Doucette	Oppose Blue Route, Farmland Impacts	Public Hearing 9/19	I don't live in Millsboro. I own property in Millsboro. I have a business downtown. The representatives not only don't represent the people, they don't represent the businesses. For them to say that that is the best option when you have a business in town that's going to lose traffic, I need the traffic. I need people driving by my business for my business to thrive. The fact that farmers are going to have farms cut is just wrong. So that people can get to the beach, the beach isn't going anywhere. If it takes them a half hour, if takes them 45 minutes, it really doesn't matter to me. If it is that important to the representatives of downtown Millsboro, maybe somebody ought to think about running for representation in downtown Millsboro because what is there isn't working. Thank you.
Horace Johnson	Property Taking, Modification to Alternative	Public Hearing 9/19, Private Testimony	The bypass is going to be close on 26 where the alternate route comes out, it is going to be close to my house. I'm wondering like the appraisal or the money that the state will probably give us people to get out of that area, how much are they going to give us, the real estate property values as it is today? Or are they going to just acquisition it as land of no domain or whatever and just take my property for whatever they want to give me? Will they give me a fair price is what I'm asking, if they take my property. That's about all I can say. I just hope that, I have a better plan, but I'm going to give that to somebody else of where these routes should be, because I'm a local person. I was born and raised in this area. I've been here for 80 years and I just like my two cents worth. Thank you. My suggestion would be make an interstate from Dover down to the Delaware/Maryland line and have overpasses that go to the main roads to the beaches and dual highway the main roads to the beach. That's my suggestion.
Hail Bennett	Oppose Blue Route, Farmland Impacts, Public Outreach, In Favor of Improvements to Route 113	Public Hearing 9/19, Private Testimony	I would like to voice my strong opposition to the blue route eastern bypass in Sussex County. Farmland which has been in my family for centuries would be directly affected by this project which lies within a mile of the current proposed route. My family has been involved in the process since the beginning which has led to this route being selected. It is with this insight that I feel that the project has been shoved ahead by DelDOT with a complete lack of transparency or concern for public opinion. I feel they have manipulated the facts and used behind the scenes tactics from the beginning to get what they alone want. They are now in the difficult position of having a ridiculous project that has no support and makes no sense and have wasted millions of dollars and many years to come up with their own road to nowhere. The damage this route will cause to agriculture, the environment and local communities is immense and our area would never recover from such a poor decision. In places of



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			the blue route, I feel that a modified on alignment that is not on the table is the correct choice here. A very large right of way exists along 113 through Millsboro and with proper design, an efficient road through this existing corridor could be built that would serve the needs of everyone involved and be a much more practical solution. Any claims from DelDOT that such a route cannot be built is simple posturing to get what they actually want. This modified on alignment option is exactly the approach other towns along 113 have already adopted. Thank you.
Ashley Ferren	Oppose Blue Route, Farmland Impacts, In Favor of Improvements to Route 113, Environmental Justice, Land Use	Public Hearing 9/19, Private Testimony	I live in Frankford about a mile from where the bypass is supposed to go through. I do not support the proposed blue route put in place by DelDOT but would not be opposed to see the modified on alignment put in place. I feel that it would help. This bypass impacts several farm families in many areas along the blue route. Many of these farms have been in business for hundreds of years. How is it fair to take away someone's farm and livelihood? How will they support their families? What will they have to pass onto their children? Nothing if this blue route is put into place. There are several poor communities that it also impacts. What do they do? Some of the people who live there rent and do not own their home. So are they just supposed to be sent on their way with hopes that they will find somewhere else to live? I love living here and I have my whole life. Please don't turn our pristine way of life into a parking lot like upstate Delaware. I want my children to love this area the way it is and as I do. Just keep in mind just how many people will be affected by the proposed blue route, all the loss and heartache this will cause just to alleviate traffic in the summer for a few months. Thank you.
Charlie Hastings	Oppose Blue Route, In Favor of Bypass Around Millsboro	Public Hearing 9/19, Private Testimony	Hi I'm Charlie Hastings. I own a business here in Selbyville, Hastings Funeral Home. I live on Bishopville Road outside of the community. I have concerns about it. I'm also a volunteer fireman, about having access, especially with an overpass. I can't imagine that the traffic is that heavy once you get past Route 20 coming south it thins out considerably, even on the busiest of summer days to handle the traffic. I am not necessarily thinking the problems is here, I'm thinking the problem is at Millsboro where they are having issues and I feel sorry for them. It would seem that the money and funds should be used to do that Millsboro bypass and not worry about south of Millsboro for the time being. I understand they have corridors set in place. Apparently the corridor at Millsboro was denied by the legislature, so they had to realign it. If that is the case, why does the alignment have to come all the way to Selbyville? Why couldn't you have the Millsboro corridor and then worry about the funding for the rest later on? Under the worst case scenario though if you did do the bypass and it came out north of Selbyville, why go to the trouble of making it a limited highway for a mile and a half because you are going to enter Maryland within that short period of time to what is already a two lane highway, or a four lane highway, whether they end it where the interchange is at 113 or whether they end it at the Maryland line, for a mile and a half it's not going to make any difference. It would be no difference to me than coming off of the Route 1 at Dover Air Force Base where the limited access highway ends and you get on a normal 113 southbound. I think that Millsboro, as I said previously, deserves and needs the help. I have serious doubts about anything south of that, especially at the present time, and I have real concern with the credibility and truthfulness of DelDOT. Unfortunately, situations that have come up over the last several years,



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			it makes me concerned and makes a lot of my friends and fellow business people concerned, too. Thank you for listening.
Virginia Simpkins	Oppose Blue Route, Community Facilities, Property Taking, Farmland Impacts	Public Hearing 9/19, Private Testimony	I live in Harringwood which is off of Armory Road. I understand that the Blue Alignment is DelDOT's favorite. It is not mine. For me, it impacts two of the homes in my development. It impacts the horse farm directly beside my development, it impacts a church, and I am not a member of that church, but it impacts that church. It impacts a cemetery which is at the corner of Armory and Bynes Creek Road and those graves have been there since the 1700s and I'm sure you all are aware of that. It impacts a lot of things, it impacts a lot of people. It comes right past Indian River High School which I think is a really bad idea from a parent's point of view and any of you that are parents I'm sure you wouldn't want an interstate rising above your child's school while one, they're trying to study and learn and not be distracted by the noise of a highway or as this past weekend was bike week, the estimate was over 100,000 people at bike week. Most of them obviously were riding motorcycles. If you can try to study alongside somebody revving a motorcycle or driving a motorcycle or all of the cars and the 18-wheeler trucks and all of that. How about Friday night when our kids are trying to play football or lacrosse or baseball or anything. Any of the sports that are played out on those fields, who is going to hear them? Are they going to hear our voices when we are cheering? There is a lot of things that you need to think about as a parent before you start impacting our children. When you put permanent structures like this past those kinds of places, it impacts them in a very negative way. So I think that is a very strong consideration that it would impact so many homes. I know that there is not a good alternative for not impacting anyone's home. You're going to do this. One of these alternatives you're going to pick and I pray you don't pick the blue alternative. I know that the yellow alternative which is just more or less expanding 113 and using the current roadway and it would impact a significant amount of businesses, but I feel that there is a lot of territory that people along that route would be willing to develop into businesses and there are businesses that are already there that are back far enough that are vacant or that could be expanded and there is tons of different alternatives in that respect. I know that Millsboro probably isn't happy that for the most part quite a bit of it will be pushed back, and I'm sure that there are homes in there, too. I know that there is not a good choice, but for me, the yellow is better. That's just my personal opinion.
Constance Parker	Oppose Project south of Dagsboro, Cost	Public Hearing 9/19, Private Testimony	I am here tonight to give testimony to the fact that this route is not needed. Anything south of Dagsboro I don't feel is needed. I do think Dagsboro and Millsboro probably have some issues, but south of there we do not. We do not see a huge influx of traffic in the summer months, definitely not in the winter. There is not a need for it. To my opinion, it has been a waste of money to complete the study going all the way south on 113 when it is not needed. Three years ago we thought that this whole thing had died and there would be nothing more of it and then it came back three years later and evidently people have been paid to work on it for three more years. Let alone the tax money being spent needlessly, the road itself is not needed. As I said, south of Dagsboro.



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Catherine Winkler	Oppose Blue Route, Land Use	Public Hearing 9/19, Private Testimony	I think people come down to this area and spend money because of its rural appeal and I do think this will take away from that appeal. Not a lot of thought has been spent on routing the traffic to the beach areas. I think that there will be a problem with that also if for some reason this bypass passes.
Clifton Parker	Oppose Project south of Millsboro, SCEA	Public Hearing 9/19, Private Testimony	I'm a farmer here in southeastern Sussex County and the proposed blue route puts a large interchange right through some of my best farmland along 113. In my opinion, anything south of Millsboro is unneeded. We do not have an extremely large amount of traffic other than just a few hours on Saturday mornings when the beach changes the tenants at the beach houses down along the shore. It would put an extreme hardship on also my daughter who has a landscaping and flower and garden business right along 113. The grounds are in our family, have been there for generations and it is, like I said, a very large hardship on us if you were to go in there and take that from us for no reason whatsoever. We just feel that is it unneeded because, and we do not want the highway to have limited access because it would ruin my daughter's business right along 113 also. Thank you for the opportunity to speak.
Terri Menoche	Oppose Blue Route, Cost, In Favor of Improvements to Route 113	Public Hearing 9/19, Private Testimony	I am against the blue route. My thoughts on this is that we are a resort town. We are on the way to heavily used resorts. It is only used during summertime, that's our main thing. We depend on our resorts. It's a great thing, but I don't think putting all the money into this direction, all of the hurt, all of the things that we're going to have to compromise. I'm for to adjust Route 113 and increase that area so that folks can move safer and get to where they need to be. But as far as I'm concerned, when it's summertime we know there is going to be more traffic. We love the resorts, we love the extra people coming. We depend on them to come. Many businesses depend on them to come. You have to go slowly because its summertime and it's a resort city. Thank you.
Carey Steen	Oppose Blue Route, Land Use, Water Resources	Public Hearing 9/19, Private Testimony	The proposed is going right through Piney Neck Road. I have children that have lived on that road all their lives. We have had family on that road all of our lives and we travel that road every day. We ride our bikes to each other's houses. My daughter's house starts at the beginning of Dagsboro and I feel as though it will ruin our way of life and what happened to our way of life in Piney Neck. We already have now have developments that flood each other's neighbors yards because of building up on property and I feel this road will take that and it will flood other people's properties in times of storms and I don't agree with the proposed bypass.
Edward J. Steen	Oppose Blue Route, Traffic, In Favor of Improvements to Route 113	Public Hearing 9/19, Private Testimony	I am known as E. J., just initials E. J. Steen. And I would just like to say that I'm in opposition of this. I think it is \$ 800 million for a new parking lot. I believe that's all it is going to be and It's not going to solve much of a problem because when the traffic gets down towards Bethany Beach, Fenwick and Ocean City, it's just going to be bottlenecked up there. So I'm just dead set against it. I would rather see something done. You have two existing lanes on U. S. 113. You could probably put two more lanes out there in the middle of the two that you have already got that would maybe help that would be much cheaper. I'm not going to say much more than that. I'm just really against this. Thank you.



Name of Individual/ Agency/ Legislative Entity	Comment Issue	Comment Type	Comment
Mike Hudson	Oppose Blue Route, Property Taking, Farmland Impacts	Public Hearing 9/19, Private Testimony	I'm totally against it because it runs through my property and I have four chicken houses there. It's going to completely destroy that and there is going to be no access out of my property so it's basically going to land lock me. I was planning on, I have three boys, I was planning on turning it over to them, but if this goes through it's going to ruin it. It's going to take the land and it will be useless. I am totally against it. Thank you.



APPENDIX C: DRAFT MEMORANDUM OF AGREEMENT

**DRAFT
MEMORANDUM OF AGREEMENT**

**AMONG THE FEDERAL HIGHWAY ADMINISTRATION,
THE DELAWARE STATE HISTORIC PRESERVATION OFFICE, AND
THE DELAWARE DEPARTMENT OF TRANSPORTATION**

**REGARDING IMPLEMENTATION OF THE US 113 NORTH/SOUTH STUDY –
MILLSBORO-SOUTH AREA PROJECT
SUSSEX COUNTY, DELAWARE**

**STATE CONTRACT NUMBER: T200212701
FEDERAL AID NUMBER: TBD**

WHEREAS, the Federal Highway Administration (FHWA) with the Delaware Department of Transportation (DelDOT) propose to construct approximately eleven (11) miles of transportation improvements including, but not limited to, bridge overpasses, new corridor alignment, and grade separated interchanges along U.S. 113 in the Millsboro-South Area of Sussex County, Delaware, hereon referred to as the “Project”; and

WHEREAS, the Millsboro-South Area project is a component of the overall US 113 North/South Study to identify an alignment for a continuous limited access roadway from the Maryland/Delaware state line north to SR 1 north of the City of Milford, a total distance of approximately 40 miles including two previous projects (Ellendale Area and Georgetown Area) for which separate with Section 106 consultation occurred; and

WHEREAS, DelDOT, in the Millsboro-South Area of the US 113 North/South Study Area, initially identified the Preferred Blue Alternative, an eastern bypass of Millsboro, Dagsboro and Frankford, in the project’s Draft Environmental Impact Statement published in August 2013 and presented at September 16-17 2013 Public Hearings, where substantial public comments were made opposing the Blue Alternative; and

WHEREAS, on October 14, 2015, DelDOT held a Public Workshop to update and inform the public that the previous Blue Alternative is no longer being considered and instead, DelDOT has focused on a Modified Yellow Alternative, which substantially reduces the scope and length of the previous Blue Alternative; and

WHEREAS, DelDOT has identified the Modified Yellow Alternative as the Preferred Alternative for the Millsboro-South Area in the Supplemental Draft Environmental Impact Statement which includes approximately 11.4 miles of on-alignment improvements, including 2.8 miles of US 113 widening, and an additional 2.3 miles of new corridor alignment for the new SR 24 Connector with a grade separate intersection at US 113 and SR 20 (see Figure A); and

WHEREAS, FHWA in consultation with the Delaware State Historic Preservation Office (DE SHPO) and DelDOT has established the Project's Area of Potential Effect (APE), as defined in 36 CFR 800.16(d), as those areas within the Limit of Construction (LOC), Temporary Construction Easements (TCE), Permanent Easements (PE), Right of Way (ROW), and adjacent or contiguous properties where visual effects may occur (see Figure B); and

WHEREAS, FHWA has elected to phase the identification and evaluation of archaeological historic properties as provided in 36 CFR 800.4(b)(2), but will ensure that DelDOT completes the process in a timely manner, to allow practical opportunities to avoid or minimize adverse effects to historic properties, as stipulated under this Memorandum of Agreement (MOA); and

WHEREAS, within the current APE (Figure B), FHWA and DelDOT have identified and evaluated buildings, structures and districts built in or before 1962; and

WHEREAS, FHWA acknowledges that in the extensive period it will take for DelDOT to complete the Project, additional buildings, structures or districts in the APE will come to meet the minimum fifty (50) year age criterion for historic properties, and FHWA shall address such properties through the process stipulated in this MOA; and

WHEREAS, FHWA pursuant to 36 CFR Part 800.4 (a)(2), has determined that within the APE, the following properties are listed in or are eligible for the National Register of Historic Places:
Charles B. Houston House (S10873);
Walter McKinley Betts House (S10611); and

WHEREAS, FHWA and DelDOT in consultation with DE SHPO have determined that this Project may have an adverse effect on:
Charles B. Houston House (S10873);
Walter McKinley Betts House (S10611); and

WHEREAS, FHWA has determined that the Project may also affect as yet unidentified historic properties in areas that have not been subject to prior cultural resource investigations, such as areas that are associated with proposed alignment modifications or other Project-related ancillary activities including, but not limited to, stormwater management facilities, wetland mitigation sites, reforestation areas, staging, stockpiling and access areas, and disposal sites, and that the APE may need to be revised to consider such areas; and

WHEREAS, FHWA has consulted with the DE SHPO in accordance with Section 106 of the National Historic Preservation Act, 54 U.S.C. § 300101 ET SEQ., and its implementing regulations (36 CFR Part 800) to resolve any adverse effects that may occur as a result of this Project; and

WHEREAS, FHWA and DelDOT have notified the Advisory Council on Historic Preservation (ACHP) and the DE SHPO of their intent to use the NEPA process for Section 106 purposes (36 CFR Part 800.8(c)), and provided the Draft Environmental Impact Statement for review. The

ACHP initially declined to participate in the consultation per letter dated July 20, 2010. However, if through the process outlined in this MOA, the signatories find that other historic properties may be adversely affected later in time, coordination with the ACHP may resume; and

WHEREAS, FHWA and DelDOT will include the binding commitment made under this MOA in the Final Environmental Impact Statement and/or Record of Decision prepared for the Project, in accordance with 36 CFR Part 800.8(c)(4)(i); and

WHEREAS, FHWA has contacted the Delaware Nation, the Stockbridge-Munsee Community Band of Mohican Indians, and the Delaware Tribe of Indians, hereafter referred to as the Federally Recognized Indian Tribes to determine their interest in being a consulting party for this project. DelDOT on behalf of FHWA will advise these Federally Recognized Indian Tribes of Native American archaeological sites, investigations, and treatments as a consulting party as provided for under the stipulations of this MOA; and

WHEREAS, FHWA has afforded the public an opportunity to comment on the effects of the Project on historic properties through the National Environmental Policy Act (NEPA) of 1969, as amended; and through DelDOT's Public Involvement Procedures; and

WHEREAS, as part of the above public outreach DelDOT has contacted the Nanticoke Indian Association and Lenape Indian Tribe of Delaware, hereafter referred to as the State Recognized Indian Tribes as potentially interested parties. DelDOT will continue to coordinate throughout this project with the State Recognized Indian Tribes as an interested party for all Native American archaeological sites and above ground resources that will be adversely impacted by the project; and

WHEREAS, DelDOT participated in the consultation and having responsibilities for implementing stipulations under this MOA, has been invited to be a signatory to this MOA, pursuant to 36 CFR Part 800.6(c)(2).

NOW, THEREFORE, FHWA, DE SHPO, and DelDOT agree that the Project shall be implemented in accordance with the following stipulations in order to take into account the potential effect of the Project on historic properties, and if need be, to mitigate for Adverse Effects.

Stipulations

FHWA shall ensure that the following actions will be carried out:

I. Archaeological Resources

A. Identification and Evaluation

Prior to starting construction or other ground disturbing activities, DelDOT in consultation with the DE SHPO shall conduct identification (Phase I) archaeological surveys within the APE, and will determine if identified sites will require a Phase II level archaeological survey to evaluate their National Register of Historic Places eligibility. Evaluation Studies (Phase II) may require additional background research and/or additional field excavations. All surveys shall conform to the requirements of Stipulation VII of this MOA.

DelDOT shall prepare reports on findings of the archaeological identification/evaluation surveys and shall submit the reports to the DE SHPO for their review and concurrence. Upon receipt of the document, the review period will be thirty (30) days. FHWA and DelDOT will take into account comments and will recommend any next steps.

During the Evaluation Studies (Phase II), FHWA and DelDOT shall apply the National Register criteria (36 CFR 60.4) in accordance with 36 CFR 800.4(c), taking into account applicable historic contexts and management plans developed for Delaware historic and prehistoric archaeological resources.

If FHWA and DelDOT determine that any of the National Register criteria are met, and the DE SHPO agrees the archaeological site(s) shall be considered eligible for the National Register. If FHWA and DelDOT determine that the National Register criteria are not met, and the DE SHPO agrees, the archaeological site(s) shall be considered not eligible for the National Register.

Based on the Evaluation Studies (Phase II), should a signatory to this agreement not agree on the eligibility determination of an archaeological site(s), the DelDOT or FHWA shall obtain a determination from the Secretary of the Interior, pursuant to 36 CFR 800.4(c)(2), 36 CFR 63.2(c) and 63.3(d).

B. Effect Determination / Mitigation

If eligible archaeological sites are identified and affected within the APE, DelDOT will make a reasonable effort to avoid these sites or to minimize impacts to them. If the eligible sites cannot be avoided, DelDOT will apply the Criteria of Adverse Effect in accordance with 36 CFR Part 800.5.

If listed or eligible Native American archaeological sites are identified and affected within the APE, FHWA will also consult with the Federally Recognized Indian Tribes.

If the project will have an adverse effect on archaeological sites, DelDOT, in consultation with the DE SHPO, shall develop a treatment plan. The treatment plan may include elements of data recovery and/or an alternative mitigation plan.

DelDOT shall submit the treatment plan to the FHWA, DE SHPO, and other interested or consulting parties that may be identified, including the Federally Recognized Indian Tribes, for their review and comment as defined in 36 CFR 800.2(c)(2)(ii). Upon receipt of the document, the review period will be thirty (30) days. Following thirty (30) days, DelDOT will take into account any comments, and will recommend any next steps to the FHWA, DE SHPO and the Federally Recognized Indian Tribes.

Should data recovery investigations be warranted, DelDOT and FHWA shall ensure that a data recovery plan is developed in consultation with the DE SHPO, and other consulting or interested parties, including the Federally Recognized Indian Tribes. The plan shall specify, at a minimum:

- the property, properties, or portions of properties where data recovery is to be carried out, and any property that will or may be destroyed without data recovery;
- the research questions to be addressed through data recovery, with an explanation of their relevance and importance;
- the research methods to be used, with an explanation of their relevance to the research questions;
- the methods to be used in analysis, data management, and data dissemination, including a schedule;
- a provision for assessing materials that may be in need of conservation;
- proposed disposition of recovered materials and records;
- proposed methods for involving the interested public in the data recovery, and for disseminating the results of the work to the interested public;
- a proposed schedule for the submission of progress reports to the DE SHPO; and
- provisions to meet on-site in order to evaluate the success of the initial fieldwork phase of any data recovery program, and near the end of the fieldwork efforts to validate substantial completion.

If the agreed-upon treatment plan includes preservation in place of all or part of an eligible site, FHWA, DelDOT and DE SHPO shall determine the need for and negotiate the terms of any legal instruments that would ensure long-term preservation or protection of the site. Any such legal instrument shall include, at a minimum, the following elements:

- a clearly defined list of allowed uses and prohibited uses of the site; and
- an acknowledgement that protection measures are being instituted in order to minimize or mitigate the Project's adverse effects to a National Register-listed or -eligible property; and
- a prohibition on any party, its successors, heirs or assigns, from terminating, modifying, altering or otherwise setting aside any such legal instrument unless the party, prior to taking such action, first provides the signatories to this MOA with written justification for termination, and consults with the signatories to develop a new treatment plan to address

the potential adverse effects pursuant to 36 CFR Part 800.5, regardless of whether the term of this MOA has expired or not.

When and/or if an alternative mitigation strategy is chosen and approved by the DE SHPO, FHWA, and DelDOT, it may include but is not limited to: acquisition and protection of portion(s) of the site, analysis and synthesis of past data accumulated through either DE SHPO, FHWA, or DelDOT projects, updating the relevant DE SHPO and DelDOT archaeological websites and GIS databases, development of historic and prehistoric contexts and preservation priorities, statewide predictive models, development of travel or informational displays with the cultural resource work for this Project, oral histories from the project APE, documentaries about the history of the APE, virtual tour / website about the archaeological sites being mitigated in the APE, and improved archaeological data management and access for both DE SHPO and DelDOT.

DelDOT will complete all necessary data recovery fieldwork prior to commencing construction in the site areas. Alternative mitigation may or may not be completed prior to commencing construction in the site areas.

DelDOT shall provide all draft and final archaeological reports and public information materials to the DE SHPO for review and comment. DelDOT will take into account any comments received. All final reports shall meet the Secretary of the Interior's standards and Guidelines for Archaeological Documentation (48 FR 44734-37), while also satisfying the DE SHPO's guidelines for archaeological surveys or investigations.

Should any Native American archaeological sites be identified, DelDOT will also provide copies of relevant draft and final reports and public information materials to the Federally Recognized Indian Tribes for review and comment, and will take into account any comments the Federally Recognized Indian Tribes provide.

C. Public Involvement

DelDOT will prepare a public participation plan and public information materials. Before releasing materials to the public, DelDOT shall submit the proposed action plan(s) with any materials to the FHWA, DE SHPO, and other consulting or interested parties, including the Federally Recognized Indian Tribes, for their review and comment. Upon receipt of the materials, the review period will be thirty (30) days. Following thirty (30) days, DelDOT will take into account any comments received, and will recommend any next steps, if necessary, to the FHWA, DE SHPO, and other consulting or interested parties, including the Federally Recognized Indian Tribes.

The public participation plan may include, but is not limited to, archaeological site tours for the public and educational groups. The specific public outreach materials produced will be determined individually for each site for which mitigation is necessary and may include, but are not limited to, pamphlets, videos, historical markers, brochures, websites, exhibits, displays for public

buildings, booklets on the history or prehistory of the project area, lectures or presentations at academic conferences, and/or public institutions such as schools and historical societies.

DelDOT shall distribute the public information materials to other consulting parties and interested parties, local schools, historical societies, libraries, senior centers, museums and/or other venues and individuals deemed pertinent in consultation with the DE SHPO, FHWA, and the Federally Recognized Indian Tribes.

D. Curation

DelDOT shall ensure that all records and materials resulting from the archaeological investigations will be processed, prepared for, and curated in accordance with 36 CFR Part 79 and the Division of Historical and Cultural Affairs' (the Division) "Guidelines for the Curation of Archaeological Collections" (2001) or its successor. These records and materials shall be curated at the Division, or its designee, following the policies of the institution, except as may be provided for under the following paragraph.

As part of the Public Involvement efforts outlined in Stipulation I.C. of this Agreement, the FHWA, DelDOT, and DE SHPO will consult to determine if any archaeological materials may be loaned to a public museum or other public institution for the purposes of exhibit or research, following the Division's loan policy and procedures. Such loans and exhibits may occur only after the curatorial procedures, referenced in the first paragraph in this stipulation, have been completed. As deemed appropriate by FHWA, DelDOT, the DE SHPO, and other consulting or interested parties including the Federally Recognized Indian Tribes will be consulted concerning curation and any public exhibition of artifacts.

E. Discovery of and Treatment of Human Remains and Burials

DelDOT Environmental Studies and/or appropriate DelDOT construction engineering staff shall immediately (within 24 hours) notify the DE SHPO and FHWA of the discovery of any human remains encountered during the archaeological investigations or the project construction. DelDOT shall cease all activities that may disturb or damage the remains, and comply with the Delaware Unmarked Human Remains Act (7 Del.C. Ch. 54).

If the human remains are of Native American affiliation, then FHWA will immediately notify the Federally Recognized Indian Tribes. FHWA and DelDOT will forward information regarding Native American discoveries to the DE SHPO and the Federally Recognized Indian Tribes for review and comments. This will occur as soon as possible, within a period no longer than two (2) weeks. FHWA will request that the parties comment on the information within two (2) weeks of receipt. FHWA will then consult with the Federally Recognized Indian Tribes, the DE SHPO, and

DelDOT to determine an appropriate course of action in accordance with 36 CFR 800, and taking into account the above cited state law.

The DE SHPO will comply with the Native American Graves Protection and Repatriation Act of 1990 (PL 101-601) with regard to disposition of the remains and/or associated funerary objects, as applicable.

F. Residual Right of Way

The Project under the Preferred Alternative will require property acquisition that may or may not involve impacts to archaeological sites. Should existing right of way or lands acquired (for purposes of the Project) be later subdivided and/or declared excess right of way (to be leased, transferred, or sold), preservation covenants for that subject parcel will first be considered by DelDOT, FHWA, and DE SHPO before DelDOT takes any action to divest itself from such lands. The parties will determine if the subject parcel(s) contain, or has the potential to contain, any historic properties. If so, the parties will determine the need for and negotiate the terms of any legal instruments that would ensure long-term preservation of such properties. Any such legal instrument shall include, at a minimum, the elements defined in Stipulation I.B. of this MOA. This will adequately address any reasonably foreseeable adverse effects that could occur due to transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions to ensure long-term preservation (or mitigation) of historic properties (36 CFR part 800.5(a)(2)(vii)).

II. Historic Buildings

A. Formal Effect Determination / Mitigation

DelDOT will make a reasonable effort to avoid or to minimize adverse effects to the identified eligible historic buildings within the APE (Walter McKinley Betts House (S10611) and Charles B. Houston House (S10873)) and any as yet unidentified historic resources as the project develops. After preliminary plans have been submitted, FHWA and DelDOT in consultation with DE SHPO will formally apply the Criteria of Adverse Effect in accordance with 36 CFR Part 800.5.

If the project will have an adverse effect on historic buildings, DelDOT, in consultation with the DE SHPO and the property owner, shall develop a mitigation plan. Options for mitigation will depend upon the nature of the adverse effect that the project will have on the eligible property and may include measures to address physical property impacts or visual and/or auditory impacts. Possible mitigation measures may include landscaping features, the development of pamphlets, videos, historical markers, brochures, websites, exhibits, displays for public buildings, booklets on the history of the project area, lectures or presentations at academic conferences, and/or public institutions such as schools and historical societies.

B. Vibration Monitoring

To best protect historic buildings potentially affected by the project, DelDOT, in consultation with DE SHPO and FHWA, will evaluate the construction activities proposed at the semi-final plan stage and decide if vibration monitoring is warranted to help prevent adverse effects to the historic buildings.

If vibration monitoring is determined necessary, DelDOT in consultation with DE SHPO and FHWA, will develop a vibration monitoring plan to monitor the effects of the construction activities on the historic building. DelDOT shall acquire the services of a professional engineer or other qualified expert, as appropriate, that is knowledgeable about the effects of construction vibration on historic buildings to develop the vibration monitoring plan. This plan will include a schedule to document the baseline conditions of the historic building.

During construction, if the monitoring indicates that damage is occurring to the building subject to the monitoring plan, the contractor must cease construction in the immediate area and notify DelDOT. DelDOT shall then, in consultation with DE SHPO and FHWA,

1. Determine the nature and extent of the damage caused by the construction; and
2. Alter any construction methods that may have caused the damage; and
3. Develop and implement methods to stabilize and/or repair the damage, in accordance with the recommended approaches in the Secretary of the Interior's Standards for Preservation and Guidelines for Preserving Historic Buildings or other agreed upon method.

C. Additional Architectural Studies

During the annual review of this MOA, mandated in Stipulation X, DelDOT shall consult with the DE SHPO and FHWA to determine the need for additional survey for buildings, structures, or districts that have come to meet the minimum fifty (50) year age criterion. If so needed, DelDOT shall identify and evaluate any additional such properties, following the process outlined for Archaeological Resources in Stipulations I.A. of this MOA. DelDOT shall assess the effects of the project following Stipulation II.A of this MOA.

III. Unexpected Discoveries

In the event that previously unidentified cultural resources are discovered or unanticipated effects to historic properties occur during construction, DelDOT shall instruct the contractor to cease construction in the immediate area, and immediately notify FHWA. FHWA shall comply with 36 CFR Part 800.13 by consulting with the DE SHPO. If said discovery or unanticipated effects pertain to resources of Native American affiliation, FHWA and DelDOT shall include the Federally Recognized Indian Tribes in the consultation. The FHWA will notify the DE SHPO and the Federally Recognized Indian Tribes within one (1) working day of the discovery. The FHWA, DelDOT, and the DE SHPO will meet at the location of the discovery within forty-eight (48) hours

of the initial notification to determine appropriate treatment of the discovery prior to resumption of construction activities within the area of discovery. If the affected resource is of Native American affiliation, FHWA shall first consult with the Federally Recognized Indian Tribes before implementing any such treatment option.

IV. Disposal of Project Related Materials

DelDOT shall review locations proposed for the disposal of materials produced by demolition, construction, excavation, and/or dredging associated with the Project to ensure these activities do not adversely affect historic properties. Disposal sites are to be considered part of the APE. DelDOT qualified staff shall document the findings of all disposal site review in the project general file. DelDOT will consult with the DE SHPO in cases where such activities may affect a historic property, and the contractor(s) could not identify an alternative location.

V. Review of Project Plans

DelDOT shall provide copies of the preliminary, semi-final, and final design plans of the Project to the DE SHPO and any other party deemed appropriate for review and comment. The DE SHPO and other parties will have thirty (30) days from the receipt of materials to provide comments. FHWA and DelDOT shall take into account any comments provided.

VI. Subsequent Changes to the Project

If DelDOT proposes any changes to the Project affecting location, design, methods of construction, materials, or footprint of the Project, DelDOT shall provide the DE SHPO and other consulting parties, with information concerning the proposed changes. The DE SHPO and consulting parties will have thirty (30) days from the receipt of this information to comment on the proposed changes. DelDOT shall take into account all comments prior to implementing such changes. Should changes occur, DelDOT, in consultation with the DE SHPO, may need to redefine the APE beyond the areas depicted in Attachment A. DelDOT shall consult with the DE SHPO to identify and evaluate historic buildings, sites, structures, and/or districts in any newly affected areas, and assess the effects of the project thereafter, following the process outlined for Archaeological Resources in Stipulations I.A. and I.B of this agreement, or as applicable under stipulation III.

VII. Administrative Stipulations

A. Personnel Qualifications

All cultural resource work carried out pursuant to this agreement will be performed by or under the direct supervision of a person or persons meeting at a minimum the “*Secretary of the Interior's Standards and Guidelines*” (http://www.cr.nps.gov/local-law/Arch_Standards.htm), formerly 61 CFR Appendix A. DelDOT’s Environmental Studies personnel will have direct authority to select

and authorize any and all qualified cultural resource management firms or subconsultants to carry out this work on an as-needed basis throughout the duration of the Project.

B. Survey and Data Recovery Standards

DelDOT shall ensure that any and all cultural resource surveys and/or data recovery plans conducted pursuant to this MOA are done in accordance with the *Secretary of the Interior's Standards and Guidelines for Identification and Evaluation*, and for *Archaeological Documentation*, as applicable, and in accordance with the DE SHPO's *Architectural Survey in Delaware* (2015, or its successor) and *Archaeological Survey in Delaware* (2015, or its successor).

Survey proposals and data recovery plans shall include a research design that stipulates: objectives, methods, and expected results; production of draft and final reports; and preparation of materials for curation in accordance with Stipulation I.D., including budgeting for initial conservation assessments and treatment. Additional requirements for data recovery plans are found in Stipulation I.B. of this Agreement.

All data recovery plans shall also take into account the Advisory Council on Historic Preservation's guidance for *Recommended Approach for Consultation on Recovery of Significant Information from Archaeological Sites*. Reports will meet professional standards set forth by the Department of the Interior's "*Format Standards for Final Reports of Data Recovery Program*" (42 FR 5377-79).

All data recovery plans, public outreach, or future consultation shall also follow and/or consider any supplemental guidance and provisions provided by, but not limited to, the American Association of State Highway Transportation Officials, FHWA, Transportation Research Boards, National Park Service, ACHP or recognized academic journals or professional organizations as identified by DelDOT and/or the DE SHPO.

DelDOT shall ensure that all draft and final cultural resource reports are provided to the FHWA and DE SHPO within two (2) years of the completion of any fieldwork. Draft and final cultural resource reports relevant to Native American Sites will also be provided to the Federally Recognized Indian Tribes and State Recognized Indian Tribes.

VIII. Dispute Resolution

Should any signatory to this Agreement object in writing to any plans, specifications or actions proposed or carried out pursuant to this agreement, FHWA shall consult with the objecting party to resolve the objection. If FHWA determines that the objection cannot be resolved, FHWA shall forward all documentation relevant to the dispute to the ACHP. Within thirty (30) days after receipt of all pertinent documentation, the ACHP will either:

- A. Advise FHWA that the ACHP concurs in FHWA's proposed response to the objection, whereupon FHWA shall respond to the objection accordingly;
- B. Provide FHWA with recommendations, which FHWA will take into account in reaching a final decision regarding the dispute; or
- C. Notify FHWA that it will comment pursuant to 36 CFR 800.7(a) and proceed to comment. Any ACHP comment provided in response to such a request will be taken into account by FHWA in accordance with 36 CFR 800.7(c)(4) with reference to the subject of the dispute.

Should the ACHP not exercise one of the above options within thirty (30) days after receipt of all pertinent documentation, FHWA may assume the ACHP's concurrence in its proposed response to the objection.

Any recommendation or comment provided by the ACHP will be understood to pertain only to the subject of the dispute; FHWA's responsibility to carry out all actions under this MOA that are not the subject of the objection will remain unchanged.

IX. Duration

This MOA shall remain in force until its Stipulations have been fulfilled. This time period shall not exceed five (5) years from the date of the final signature. If within six (6) months prior to the end of this five year period, stipulations remain unfulfilled, the parties to this Agreement will consult to determine if extension or other amendment of the Agreement is needed. No extension or amendment will be considered in effect unless all the signatories to the MOA have agreed to it in writing.

X. Review of Implementation

FHWA, DelDOT, and the DE SHPO shall review the project annually, to monitor progress of the implementation of the terms of this MOA. By agreement, DelDOT, DE SHPO and FHWA will meet in January of each year to discuss and report progress of active MOA's including this project.

XI. Amendments

Any party to this Agreement may propose to FHWA that the Agreement be amended, whereupon FHWA shall consult with the other parties to consider such an amendment, in accordance with 36 CFR Part 800.6(c)(7).

XII. Termination

- A. If the FHWA or DelDOT determines that it cannot implement the terms of this MOA, or the DE SHPO determines that the MOA is not being properly implemented, FHWA, DelDOT, or the SHPO may propose to the other parties to this MOA that it be terminated.

- B. The party proposing to terminate this MOA shall notify all parties to this MOA, explaining the reasons for termination and affording them at least thirty (30) days to consult and seek alternatives to termination. The parties shall then consult.
- C. Should all consultation fail, FHWA or the DE SHPO may terminate the MOA by so notifying all parties in writing.
- D. Should this MOA be terminated, FHWA shall either:
 - 1. Consult in accordance with 36 CFR 800.6(a)(1) to develop a new MOA or;
 - 2. Request the comments of the ACHP pursuant to 36 CFR 800.7(a)

Execution of this MOA by the FHWA, DE SHPO, and DelDOT and implementation of its terms is evidence that the FHWA has afforded the ACHP an opportunity to comment on the U.S. 113 North/South Project in the Millsboro-South area and that the FHWA has taken into account the effects of the undertaking on historic properties.

SIGNATORY PAGE

MEMORANDUM OF AGREEMENT

**AMONG THE FEDERAL HIGHWAY ADMINISTRATION,
THE DELAWARE STATE HISTORIC PRESERVATION OFFICE, AND
THE DELAWARE DEPARTMENT OF TRANSPORTATION**

**REGARDING IMPLEMENTATION OF THE US 113 NORTH/SOUTH STUDY –
MILLSBORO-SOUTH AREA PROJECT
SUSSEX COUNTY, DELAWARE
STATE CONTRACT NUMBER: T200212701
FEDERAL AID NUMBER: TBD**

THE FEDERAL HIGHWAY ADMINISTRATION

By: _____
Mary Ridgeway P.E., FHWA Delaware Division Administrator

Date: _____

SIGNATORY PAGE

MEMORANDUM OF AGREEMENT

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THE DELAWARE STATE HISTORIC PRESERVATION OFFICE, AND
THE DELAWARE DEPARTMENT OF TRANSPORTATION**

**REGARDING IMPLEMENTATION OF THE US 113 NORTH/SOUTH STUDY –
MILLSBORO-SOUTH AREA PROJECT
SUSSEX COUNTY, DELAWARE
STATE CONTRACT NUMBER: T200212701
FEDERAL AID NUMBER: TBD**

THE DELAWARE STATE HISTORIC PRESERVATION OFFICER

By: _____
Timothy Slavin, DHCA Director and State Historic Preservation Officer

Date: _____

SIGNATORY PAGE

MEMORANDUM OF AGREEMENT

**AMONG THE FEDERAL HIGHWAY ADMINISTRATION,
THE DELAWARE STATE HISTORIC PRESERVATION OFFICE, AND
THE DELAWARE DEPARTMENT OF TRANSPORTATION**

**REGARDING IMPLEMENTATION OF THE US 113 NORTH/SOUTH STUDY –
MILLSBORO-SOUTH AREA PROJECT
SUSSEX COUNTY, DELAWARE
STATE CONTRACT NUMBER: T200212701
FEDERAL AID NUMBER: TBD**

DELAWARE DEPARTMENT OF TRANSPORTATION

By: _____
Robert McCleary P.E., DelDOT Chief Engineer

Date: _____

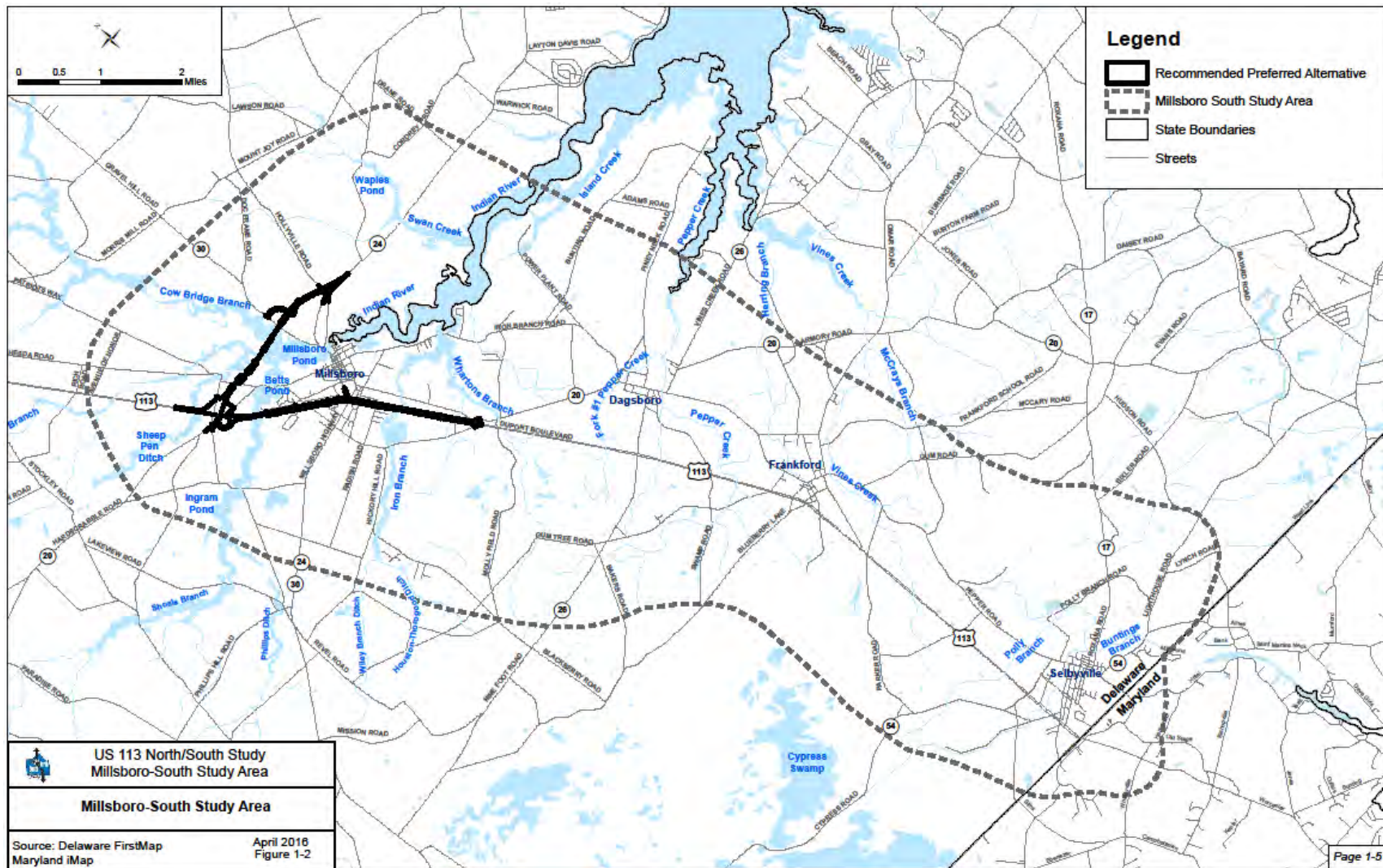


Figure A: Millsboro North/South Preferred Alternative from the SDEIS



Figure B: Millsboro North/South APE



Preserving America's Heritage

September 14, 2016

Mr. Nick Blendy
Environmental Specialist
Federal Highway Administration
Delaware Division
1201 College Road, Suite 201
Dover, DE 19904

Ref: *Proposed Implementation of the US 113 North/South Study-Millsboro-South Area Project
Sussex County, Delaware*

Dear Mr. Blendy:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO), affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Delaware State Historic Preservation Office (SHPO), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Christopher Wilson at 202-517- 0229 or via e-mail at cwilson@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs



Delaware Tribe Historic Preservation Representatives
P.O. Box 64
Pocono Lake, PA 18347
temple@delawaretribe.org

September 20, 2016

Federal Highway Administration, Delaware
Att: Nick Blendy
1201 College Rd., Suite 201
Dover, DE 19904

Re: US 113 North/South Study Millsboro South Area Project in Sussex County Delaware

Dear Nick Blendy:

Thank you for informing the Delaware Tribe regarding the above referenced project and supplying the draft MOA for our review. The Delaware Tribe is committed to protecting historic sites important to our tribal heritage, culture and religion. Please see the comments below:

WHEREAS, FHWA has consulted with the DE SHPO in accordance with Section 106 of the National Historic Preservation Act, 54 U.S.C. § 300101 ET SEQ., and its implementing regulations (36 CFR Part 800) to resolve any adverse effects that may occur as a result of this Project; and

The Tribal Nations should be involved in the above process.

Stipulations I, A- Identification and Evaluation

The Tribal nations should be part of this process also. Consultation means an ongoing dialogue not simply informing the Tribal Nations of the resources found.

Stipulations I, B- Effect Determination/Mitigation

The Tribal Nations should be involved in a treatment plan on native American archaeological sites. This should include preservation in place of sites and the Tribal nations should be included in the discussion regarding long-term preservation and protection of the site.

Stipulation I, E & III- Please see the Inadvertent Discovery Policy of the Delaware Tribe at the end of the document. Please include this in your Discovery of and Treatment of Human Remains and Burials Plan.

We appreciate your cooperation and look forward to working together on our shared interests in preserving Delaware cultural heritage. If you have any questions, feel free to contact this office by phone at (610) 761-7452 or by e-mail at temple@delawaretribe.org.

Sincerely,

A handwritten signature in black ink on a light-colored, textured background. The signature is cursive and appears to read "Susan Bachor".

Susan Bachor
Delaware Tribe Historic Preservation Representative
610-761-7452

Delaware Tribe of Indians
Policy for
Treatment and Disposition of Human Remains and Cultural Items
That May be Discovered Inadvertently during Planned Activities

Purpose

The purpose of this policy is to describe the procedures that will be followed by all federal agencies, in the event there is an inadvertent discovery of human remains.

Treatment and Disposition of Human Remains and Cultural Items

1. The federal agency shall contact the Delaware Tribe of Indians' headquarters at 918-337-6590 or the Delaware Tribe Historic Preservation Representatives at 610-761-7452, as soon as possible, but no later than three (3) days, after the discovery.
2. Place tobacco with the remains and funeral objects.
3. Cover remains and funeral objects with a natural fiber cloth such as cotton or muslin when possible.
4. No photographs are to be taken.
5. The preferred treatment of inadvertently discovered human remains and cultural items is to leave human remains and cultural items in-situ and protect them from further disturbance.
6. No destructive "in-field" documentation of the remains and cultural items will be carried out in consultation with the Tribe, who may stipulate the appropriateness of certain methods of documentation.
7. If the remains and cultural items are left in-situ, no disposition takes place and the requirements of 43 CFR 10 Section 10.4-10.6 will have been fulfilled.
8. The specific locations of discovery shall be withheld from disclosure (with exception of local law officials and tribal officials as described above) and protected to the fullest extent by federal law.
9. If remains and funeral objects are to be removed from the site consultation will begin between the Delaware Tribe of Indians and the federal agency.

From: [Bonney Hartley](#)
To: [Blendy, Nick \(FHWA\)](#)
Cc: [Slavin, Timothy A \(DOS\)](#); [Davis, Gwen \(DOS\)](#); [Lukezic, Craig \(DOS\)](#); [Gilliam, LaTonya \(DelDOT\)](#); [Krofft, Heidi \(DelDOT\)](#); [Behrens, Bryan \(DelDOT\)](#); [Spadafino, George \(DelDOT\)](#)
Subject: RE: US 113 nation to nation consultation with Stockbridge Munsee Community Band of Mohican Indians
Date: Monday, September 19, 2016 2:28:15 PM

Dear Nick:

Thank you for sending the US113 North/South Study Millsboro South Area project for review. On behalf of Stockbridge-Munsee Community I have completed Section 106 cultural resource review. We will opt not to consult on this project; we do not have known cultural areas within either proposed APE. No further information is needed.

Kind regards,
Bonney

Bonney Hartley
Tribal Historic Preservation Officer
Stockbridge-Munsee Mohican Tribal Historic Preservation
New York Office
65 1st Street
Troy, NY 12180
(518) 244-3164
Bonney.Hartley@mohican-nsn.gov
www.mohican-nsn.gov

From: Blendy, Nick (FHWA) [mailto:Nick.Blendy@dot.gov]
Sent: Wednesday, August 24, 2016 4:04 PM
To: Bonney Hartley
Cc: Slavin, Timothy A (DOS) (timothy.slavin@state.de.us); 'Davis, Gwen (DOS)'; Lukezic, Craig (DOS) (craig.lukezic@state.de.us); 'Gilliam, LaTonya (DelDOT)'; Krofft, Heidi (DelDOT) (Heidi.Krofft@state.de.us); Behrens, Bryan (DelDOT) (Bryan.Behrens@state.de.us); 'Spadafino, George (DelDOT)'
Subject: RE: US 113 nation to nation consultation with Stockbridge Munsee Community Band of Mohican Indians

Bonney

Attached is nation to nation initiation letter and invitation for consultation for the US 113 North/South Study Millsboro South Area project. FHWA appreciates use of electronic exchange of information and respectfully requests a timely response directed to me. Please let me know of any questions. Thanks.

Nick

Nick Blendy
FHWA Delaware, Environmental Specialist
1201 College Rd Suite 201 Dover, DE 19904

302.734.2966

From: Bonney Hartley [<mailto:Bonney.Hartley@mohican-nsn.gov>]
Sent: Friday, August 19, 2016 1:34 PM
To: Blendy, Nick (FHWA)
Cc: Krofft, Heidi (DelDOT) (Heidi.Krofft@state.de.us); Lukezic, Craig (DOS) (craig.lukezic@state.de.us)
Subject: RE: US 113 nation to nation consultation with Stockbridge Munsee Community Band of Mohican Indians

Hi Nick,

Yes, I would be the contact for Stockbridge-Munsee Community for any Section 106 requests for the state.

Thank you,

Bonney

From: Blendy, Nick (FHWA) [<mailto:Nick.Blendy@dot.gov>]
Sent: Thursday, August 18, 2016 11:02 AM
To: Bonney Hartley
Cc: Krofft, Heidi (DelDOT) (Heidi.Krofft@state.de.us); Lukezic, Craig (DOS) (craig.lukezic@state.de.us)
Subject: RE: US 113 nation to nation consultation with Stockbridge Munsee Community Band of Mohican Indians

Hello Bonney

Thank you. FHWA supports your preference for electronic files. You should expect a pdf of a nation to nation initiation letter to initiate nation to nation coordination with invitation for Section 106 consultation for the US 113 Millsboro South Area project in Sussex County Delaware, early next week.

By copy, DelDOT and DE SHPO staff are informed of you as the Stockbridge-Munsee Mohican Tribal Historic Preservation Officer for this Federal Highway Administration (FHWA) assisted project. Will you be the contact for all FHWA projects throughout State of Delaware? Thanks again, Nick

Nick Blendy

FHWA Delaware, Environmental Specialist
1201 College Rd Suite 201 Dover, DE 19904
302.734.2966

From: Bonney Hartley [<mailto:Bonney.Hartley@mohican-nsn.gov>]
Sent: Thursday, August 18, 2016 10:20 AM
To: Blendy, Nick (FHWA)
Subject: RE: nation to nation consultation question

Hi Nick:

Email is fine or if you prefer my mailing address is below.

Thank you,

Bonney

Bonney Hartley

Tribal Historic Preservation Officer
Stockbridge-Munsee Mohican Tribal Historic Preservation

New York Office
65 1st Street
Troy, NY 12180
(518) 244-3164
Bonney.Hartley@mohican-nsn.gov
www.mohican-nsn.gov

From: Blendy, Nick (FHWA) [<mailto:Nick.Blendy@dot.gov>]
Sent: Monday, August 15, 2016 9:06 PM
To: Sherry White; Bonney Hartley
Cc: Keeley Laura A (DelDOT) (LauraA.Keeley@state.de.us); 'Gilliam, LaTonya (DelDOT)'; Krofft, Heidi (DelDOT) (Heidi.Krofft@state.de.us); Jordan, Yolonda (FHWA)
Subject: RE: nation to nation consultation question

Sherry
Thank you. We will send consultation request to Bonney
Nick

From: Sherry White [<mailto:sherry.white@mohican-nsn.gov>]
Sent: Monday, August 15, 2016 5:45 PM
To: Blendy, Nick (FHWA)
Subject: Re: nation to nation consultation question

Bonney Hartley is the THPO for our tribe. Her contact is Bonney.hartley@mohican-nsn.gov

Sent from my iPhone

On Aug 15, 2016, at 4:39 PM, Blendy, Nick (FHWA) <Nick.Blendy@dot.gov> wrote:

Hello Sherry
The FHWA Delaware Division is preparing to initiate formal nation to nation consultation with the federally recognized Delaware Nation, the Delaware Tribe of Indians and Stockbridge Munsee Community Band of Mohican Indians tribes for the US 113 North/South Study Millsboro South Area project in Sussex County, Delaware. Do you remain the tribal contact and if the Stockbridge Munsee Community has interest in the Millsboro South Area project in Sussex County for Section 106 compliance? If so, would electronic exchange of consultation correspondence be acceptable? Please confirm by email response or if needed contact Nick Blendy at 302-423-3613.
Thanks, Nick

Nick Blendy
FHWA Delaware, Environmental Specialist
1201 College Rd Suite 201 Dover, DE 19904
302.734.2966